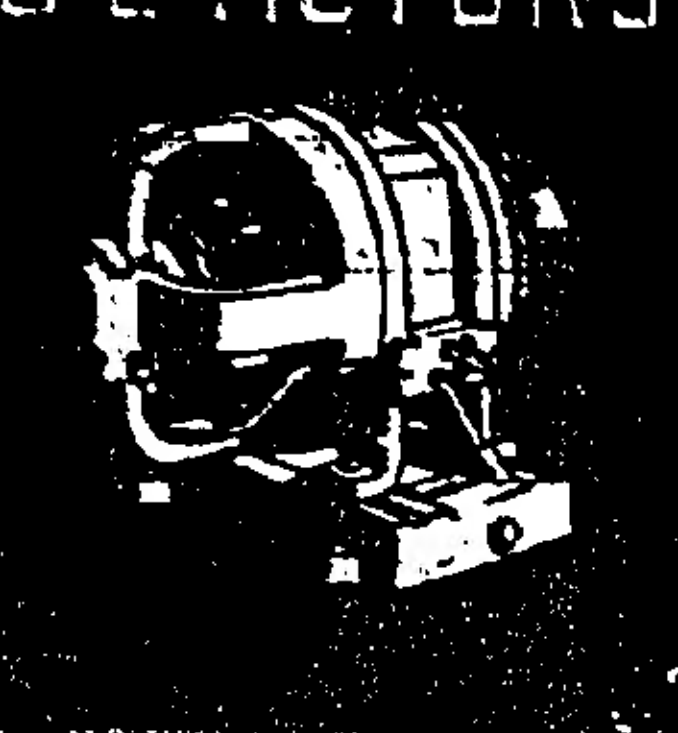


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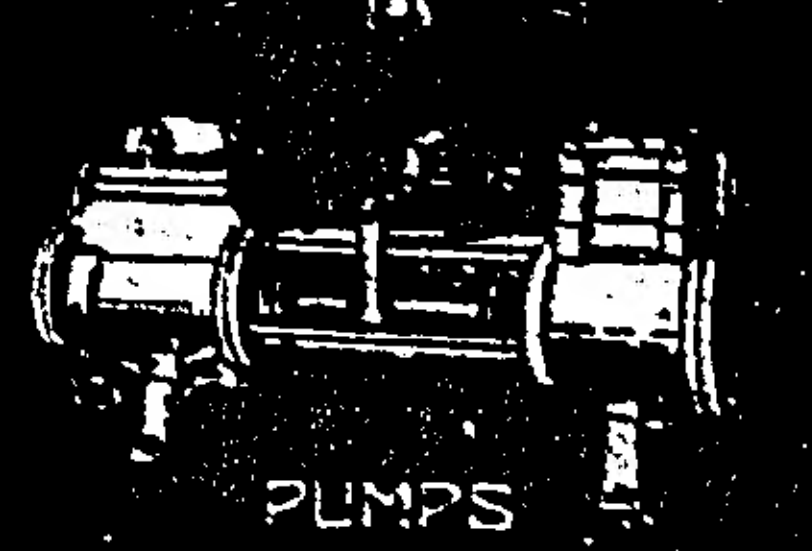
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THE "MUI TSAI" SYSTEM.

Hongkong Officials Kept Busy by the Strike.

(Reuter's Service.)

London, March 7.
In the House of Commons, replying to questions with regard to the *Mui Tsai* system in Hongkong, Mr. Churchill pointed out that the hands of the Governor of Hongkong had been exceptionally full, owing to the grave situation in connection with the strike, while the Secretary for Chinese Affairs had been working day and night. The Governor had promised an answer to his (Mr. Churchill's) telegraphic enquiries at the earliest possible moment; therefore Mr. Churchill preferred to defer a statement.

THE POLITICAL CRISIS.

Where France and Germany Agree.

London, March 7.
The political crisis has excited intense interest abroad, and it is noteworthy that both French and German comments display anxiety lest Mr. Lloyd George should resign. The former opine that his resignation would endanger the Anglo-French rapprochement and an eventual Alliance, whilst the latter regard Mr. Lloyd George as the protagonist of European reconciliation and reconstruction.

Sir Arthur Balfour Supports Coalition.

London, March 7.
Sir Arthur Balfour, at a luncheon in the city arranged by the Carlton Club, referring to the differences on the subject of the Coalition, said he would remain a Conservative till he went to the land where political parties would no longer interest him. He said that the Coalition was a fair weather system, and the Irish settlement illustrated the value of the Coalition. There never was a time when co-operation between the parties was more necessary than now. It was impossible to think that the complex problems of unemployment, India, Egypt, and Ireland could be handled more successfully by a Government drawn from a restricted section of the population than by a Government of all shades of opinions, working harmoniously. He paid a tribute to Mr. Lloyd George as one of the greatest figures in the world's history and asked what was the use of abusing him.

RUSSIAN FAMINE RELIEF.

Inadequacy of Transport to the Interior.

Washington, March 7.
Mr. Hoover declares that during the past month a hundred thousand tons of American seed, wheat, and foodstuffs were unloaded at Black Sea ports, but only 28,000 tons have been transported to the interior.
Over 120,000 tons will be unloaded next month, but there is no indication of any increase in the capacity of the Russian railways to handle them.

Problem of the Political Refugees.

London, March 7.
The problem of the hundreds of thousands of Russian refugees in Europe was raised in the House of Commons.
Moving the Supplementary Foreign Office Estimate, Mr. Harmsworth said that it included £300,000, making a total of £11,000,000, for the maintenance in Egypt, Cyprus, and Malta of ex-officers of Denikin's force and their families. The number was originally ten thousand; it was now five thousand, as many joined Wrangel's movement. The League of Nations was considering the question of taking over the whole problem of Russian refugees and placing them in pro-Slav Balkan countries, the cost being met by the Powers interested.

WOLVERHAMPTON BY-ELECTION.

Unionists Retain Seat.

London, March 7.
The bye-election at Wolverhampton (West), caused by the death of Sir A. F. Bird, resulted as follows:—
Sir Robert Bird (Coalition Unionist) 16,799
Mr. A. G. Wallden (Labour) 13,799
Unionist majority 2,991
[At the last election, the figures were:—Sir A. F. Bird (Coalition Unionist), 13,329; Mr. Wallden (Labour), 10,158; Unionist majority, 3,171.]

THE PACIFIC TREATIES.

And the Lansing-Ishii Agreement.

Washington, March 7.
The Senate has adopted a resolution submitted by Senator Borah asking President Harding how the Lansing-Ishii Agreement will be affected by ratification of the Four Power Pacific Treaty. Senator Underwood, prior to its adoption, contended that the Agreement would be wiped out by the series of Conference Treaties, because a new arrangement had been substituted to define rights in the Pacific.

TERRIBLE EXPLOSION AT MUNITION WORKS.

Many Girl Sufferers.

London, March 7.
Thirteen girls have died and 11 were seriously injured in an explosion of cartridges at a factory at Tipton, Staffordshire.
The victims were trapped in a blazing room and denuded of clothing by the force of the explosion. Some escaped into a yard with burning skin hanging from them. They were wrapped in sacks and sent to hospital, some unrecognisable.

(Continued on page 4.)

END OF THE STRIKE.

WELCOME TO RETURNING SEAMEN.

BRITISH CONSUL AT CANTON THREATENED.

Shipowners Again Meeting To-day.

The strike is now almost completely over, insofar as the majority of the strikers are returning to work. Yesterday afternoon a special meeting of the Executive Council was held following which the following notifications were issued:—
No. 114.—Order made by the Governor in Council under the Societies Ordinance No. 8 of 1921, on the 7th day of March, 1922.
The Orders made by the Governor in Council under the above Ordinance, on the 5th day of February, 1922, declaring the Chin Yee, Kung Wai, and the Lo Tung Tung, Tak Kung Wai, and the Lo Tung Tung, Kung Wai, to be unlawful societies, are rescinded.

No. 115.—Order made by the Governor in Council under section 10 of the Travellers' Restriction Ordinance, 1915, on the 7th day of March, 1922.
The First Schedule to the Travellers' Restriction Ordinance, 1915, is amended by the addition of the following words:—
"The effect of the above Order in Council is that the police pass system will not apply to persons of Chinese race."

This satisfied the last of the strikers' demands, and to-day there has been a return to work on the part of practically all native labour. Owing to the fact that the seamen have not had time to get down from Canton there has not been a great many men rejoining their ships, and with regard to the houseboys there seem to be dribbling back to work in twos and threes. In all other instances there is almost a total resumption, and the Colony is wearing a much more normal aspect.

The boys of the Hongkong Hotel returned to work last evening and a visit to the Hotel this morning found the staff busy cleaning up and putting things to rights. So admirably has this establishment been run during the strike days that the residents and guests are to show their appreciation of the efforts of Mr. and Mrs. Taggart. A notice in the central hall says:—"It is proposed to present Mr. and Mrs. Taggart with a small but tangible mark of appreciation from the guests in this Hotel during the strike." There will doubtless be a unanimous response.

At the King Edward Hotel matters this morning were not back to normal. The boys of the hotel were expected back this afternoon and the cooks are due to return to-morrow morning. At many of the private hotels the boys were still absent, but it is thought to be only a matter of a day or two before all are working again.
The bakers and pastry-cooks of Messrs. Wiseman's and some other of the bakeries were not on duty to-day but the full staff of the bakery and the cafes are expected to put in an appearance later in the day.

Shipping More Active

The Chinese steamers, Chung Hing and Pak Wo, which have been laid up during the strike, have cleared the former for Hoihow and the latter for Tsingtao. The Chung Hing arrived in harbour on January 15th, and the Pak Wo on September 19th. The Pak Wo was laid up for several months undergoing repairs. When these were completed the strike was in progress and she could not get away. Neither of these vessels has been out of harbour since the above-mentioned dates and they are the first Chinese vessels held up by the strike to clear.

The S. V. Koette and the Pyrrhus have left for Singapore and the Mentor for Shanghai. Other vessels to clear are the Hoihow, for Amoy, and the Shinu Maru, for Keelung.

Amongst the vessels which arrived in port yesterday are the Pyrrhus from Kobe, with mails; Mentor, from Liverpool, with one bag of mail; and the Bermuda from Cardiff, with 2,000 tons of general cargo. The Caddopeak from Calcutta, with two and a half thousand tons of general cargo, arrived this morning and the HongKong, arrived this morning from Mauritius with a cargo of fish and mails.

The Tai Lee and the San Ning left last night for Kowloon, and the Sui A has sailed for Macao. The ships in which a number of strikers are said to be returning, the Kwong Sai, Hoi Sang and Heung Shan, left last night for Canton and should be back in Hongkong either to-night or to-morrow morning.

On enquiry at Messrs. Jardine, Matheson and Co., Ltd., this morning we were informed that with regard to the boats which left for Canton to bring back the strikers, the vessels were expected to clear this afternoon.

The Houseboys.

The position regarding the houseboys, who have so far not returned to work in anything like general numbers, seems to be a little obscure. According to one of the morning papers, the houseboys are supposed to be making demands for a higher rate of pay before commencing work, but a visit to Mr. Hallifax, the Secretary for Chinese Affairs, failed to bring to light any confirmation of this report. Mr. Hallifax stated this morning that he knew of absolutely no reason why the houseboys should not now return to work.

It is expected, now the seamen have begun to arrive back from Canton, that the houseboys will gradually return to their duties.

An Official Statement Awaited.

We are given to understand that an official report of the settlement terms and negotiations is to be prepared jointly by Mr. R. Sutherland, the Chairman of the Shipowners' Committee and Mr. A. G. M. Fletcher, the Assistant Colonial Secretary, and that when this has been completed it will be issued to the Press for publication. Seen to-day by a press representative, Mr. Fletcher stated that no official statement would be ready for publication to-day.

The town has been full of rumours to-day regarding several Government officials and the strike result, all of which may be taken as absolutely baseless.

Shipowners Again Meeting.

A full meeting of local shipowners was called for four o'clock this afternoon and is proceeding as we go to press. The object of the meeting is to receive a report from the special committee which was appointed to meet the delegates and arrange the settlement terms. The committee was given power to conduct the final negotiations and, as a matter of routine, it must now report to the full body on what was decided and the steps which led to the final arrangement. An explanation of the settlement will also be tendered.

no reasons, only remained at their work about half an hour and then all downed tools and came out again. This was apparently due to some misunderstanding, the men not knowing that the strike had been definitely settled. They all returned to work this morning and to-day the Dockyard is carrying on as usual.

Cable Deliveries.

The Cable Companies have been working as usual during the strike with the exception of the delivery of messages, owing to the absence of messengers. The messengers have now returned to work, and the delivery of messages has been resumed.

WELCOMING STRIKERS BACK.

Demonstration at Kowloon.

Between forty and fifty seamen were expected to return to the Colony to-day from Shum Chun by the mid-day train, and a large crowd gathered in the vicinity of the Kowloon Railway Station this morning to welcome them.

The crowd began to collect at about a quarter to eleven and grew in volume every minute. A notice in Chinese was posted outside the station stating that only a few strikers were expected to return, those from Canton coming by water, and the crowd then began to disperse. It soon collected again, however, and by mid-day the vicinity of the station presented a similar spectacle to that outside the Seamen's Union when the notice board was put back into place. The crowd must have numbered several thousands.

Boys' bands were in attendance, similar to yesterday, and a touch of colour was added to the scene by the numerous Chinese and Guild flags which were lavishly displayed, along with the usual Chinese banners. The bands enlivened the proceedings during the waiting period and there was much excitement in the air.

Guillotine officials, wearing yellow, blue or white button-hole badges were in full force and employed their time in marshalling the crowd into some sort of order and keeping them from obstructing the traffic. Everything was orderly, and, except for the martial refrains of the bands, which consisted mainly of the beating of drums and the clashing of cymbals, there was little noise.

When the train arrived, officials sorted out the seamen from the other passengers and got them to stand to one side. There was disappointment in store, however, for, instead of some forty or fifty returned strikers, there appeared to be only half-a-dozen or so. The crowd's ardour was not damped, however. The procession formed up two abreast and, with much drum and cymbal banging and a great waving of flags and banners, the demonstration moved off in the direction of Yau-mat.

The procession must have been well over a mile in length and composed of many thousands, the processionists moved off in an orderly way, with no confusion, and it was nearly half an hour before all had dispersed.

On the Hongkong side, there was another large crowd assembled by the Star Ferry, but as no seamen landed off the ferry boats which brought across the ordinary travellers by the train, the crowd slowly dispersed. There was obvious disappointment.

Cafeteria Ended.

With the return of its staff, the Hongkong Hotel has discontinued its Cafeteria arrangements, and, as will be seen in our advertisement columns to-day, the ordinary Grill Room arrangements will be in vogue after breakfast to-morrow.

The Releases.

In regard to the matter of the release of persons held in connection with membership of unlawful societies, the Colonial Secretary informs us that no persons who have been actually convicted in the Courts have been set free. Only those who were detained have been released.

British Consul Threatened.

The Canton Times of to-day contains the following:—

A most unfortunate incident has arisen because some irresponsible persons have presumed to threaten the British Consul General. Dr. Jamieson was personally present in Hongkong and it is generally recognised that he assisted in the settlement of the strike. His Excellency Governor Chen Chiung-ming congratulated Dr. Jamieson on the success of his mediation at Hongkong. Dr. Jamieson is the Consul General accredited to China from Great Britain. He is a guest here in Canton under the protection of the Canton Government. Governor Chen Chiung-ming is a man who knows how to protect foreigners within his jurisdiction. That most misguided persons should attempt to intimidate Dr. Jamieson, and challenge the authority of the Governor of Canton is beyond audacity. These methods will receive little support from the Chinese public.

It may be added that the behaviour of the British Consul during the period of suspense following the report of the massacre of Chinese at Shatin was admirable. Though the Consul General was in Hongkong, his able assistant, Mr. E. S. Sly, remained calm and refused to be stampeded by the panic-stricken residents of Shamen. If he had landed marines or taken any other action which might have aroused the anger of the excited populace, there is no telling what may have happened. As it was, Shamen remains perfectly free from any demonstrations whatsoever, the servants remained at their work, and nobody suffered the least inconvenience.

It is indicated in a heading in the Canton Times that the threat was made by letter from a secret society.

A Denial.

The following communication from the Colonial Secretary, sent us for publication, reached us this afternoon:—

Sir,—A statement appears in the issue of the Daily Press of the 8th March that the man Robinson, sentenced by the Marine Magistrate for unlawful boarding, has been released as a result of the strike negotiations. This statement is not true, and I am at a loss to understand how it came to be made, in view of the fact that the full particulars regarding this matter were known to the Editor of the Daily Press on the afternoon of the 7th March.

I am, Sir, Your obedient servant,
M. FLETCHER,
for Colonial Secretary.

The Shatin Incident.

The following is from the Canton Times of yesterday:—
Dr. J. W. Jamieson, the British Consul General, returned from Hongkong on a British gunboat yesterday morning. At three o'clock in the afternoon, Dr. Jamieson called upon His Excellency General Chen Chiung-ming and expressed regret for the unfortunate incident at Shatin where three Chinese were killed and eight wounded by British soldiers when they attempted to return to Canton on foot. Dr. Jamieson said the Hongkong authorities will order a full investigation of the incident and in the event of the facts proving the soldiers and Mr. King who ordered them to fire, acted rashly, they would be punished. The Hongkong Government will give an assurance that justice will be done. Those who suffered through the shooting, regardless of whether they, by disobeying the orders to return to Hongkong put their lives legally in the wrong, will be given full compensation on a liberal scale," stated Dr. Jamieson.

This expression, which is an evidence that the Hongkong Government means to see that justice will be done to all concerned, will tend to calm the feeling of the Cantonese and make them satisfied with the steps taken by the Canton Government in regard to the matter.

Dr. Jamieson spoke very highly of the services rendered by Mr. Loh King-fah, who accompanied the Seamen's representatives and helped greatly in the settlement of the strike. Governor Chen then thanked Dr. Jamieson for the important part Dr. Jamieson took in the strike settlement. Had it not been for Dr. Jamieson's presence in Hongkong and his skilful methods of disentangling knotty problems, and the benefit of his wide experience, it is doubtful whether the Conference would have ended in so happy a solution.

At the meeting which was held in the Kwangsi Club when the seamen's delegates returned from Hongkong, Governor Chen expressed his satisfaction and relief that the strike was ended. He urged the seamen to return to work and said that he would take upon himself the amicable settlement of the Shatin incident which must be kept separate from the strike itself.

Canton Councillor in Trouble.

Our Canton correspondent states that the Executive Department of the Seamen's Union has demanded that the Municipal Councillor, Mr. Ma, shall attend a general meeting of the Union to explain why he declared a few days ago that one or two of the seamen should be shot, in order to put a stop to unreasonable activities. It is doubtful whether Ma will comply with the demand.

Bolshevism?

Another message from our Canton correspondent is to the effect that a Labour and Student Union is said to be in course of organisation and that it will subscribe to the doctrines of the Russian Bolsheviks.

Guild Activity.

Handbills in Chinese have been freely circulated in Hongkong to-day by various guilds, advising members to resume work immediately and stating that if they are not reinstated in their old positions they must report to their guilds, which will redress their grievances.

In this connection, it is reported that the guilds of the houseboys and office staffs will require those of their number who remain in employment to subscribe regularly for the benefit of those unemployed, and that they will later ask for more wages.

News in To-day's New Advertisements.

The Dairy Farm will resume deliveries of fresh milk and cream as from to-morrow.—Page 4.

A. S. Watson and Company's annual shareholders' meeting is being held on the 14th instant.—Page 4.

The Examination Service at the eastern and western entrances of the port has been withdrawn.—Page 4.

At the 915 session at the Hongkong Theatre to-night "The Virgin of Stamboul" is being screened.—Page 12.

The Coronet is showing "The New York Idea" and "The Stage Hand," whilst the attraction at Kowloon is "Male and Female."—Page 12.

The ordinary yearly meeting of the Hongkong Hotel Company is to be held on March 15.—Page 4.

Tea and dinner dances at the Hongkong and Repulse Bay Hotels are advertised on page 4.

The Hongkong Hotel Grill Room will be opened as from to-morrow at breakfast time.—Page 4.

To-Day's Exchange.

The closing rate of the dollar demand to-day was 2s. 4.1/2d.

The Weather.

Barometer—30.14 Temperature—62 Humidity—65.

Lighting-Up Time.

Lighting-up time to-day, 8.15 p.m.

NOTICE.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN, KOWLOON.

HARBOUR REPAIRS
Call Flag "L".Sole Agents for
"KELVIN MOTORS."

Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works Tel. K.21.
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25, DES VORCES ROAD
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METALS

of all kinds, especially for ship-building and engineering works. Complete stock. Best terms. Immediate delivery.

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HIGH CLASS PHOTOGRAPHY.

OTHERS take your photo but by our 30 years' experience we take yours in EXCELLENT CONDITION and NATURAL COMPLEXION instead of merely clear and sharp.

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Telephone No. 465.
Apply 2nd Floor.GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.
Hongkong.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that as the first sign of any irregularity of the system a timely dose may be administered. Those who use them throughout the world, or from New York, London, Paris, and all other parts of the world, all praise them.

MARTIN'S

APIOL & STEEL

PILLS

WORLD'S FIRST TRAINING SHIP.

To take the place of the present ship, Warspite, at Tilbury, the Marine Society have bought H.M.S. Herminie. In 1756 the society started the first training ship in the world.

A STABLE CHINA.

Minister of Foreign Affairs on Regeneration.

Peking, Feb. 22.—On Sunday last your correspondent had the opportunity of having a private conversation at Longshan with Dr. W. W. Yen, Minister of Foreign Affairs, and concurrently Acting Premier. Dr. Yen has kindly given me permission to divulge the tenor of the conversation, although it must be understood that in the remarks he made he was speaking solely as a private citizen and not in an official capacity.

Vital Factors.

"What, in your opinion, is the best available means of bringing about a stabilized condition of government in China to-day?" I asked.

"It is a difficult question to answer," he replied, "for a stabilized condition of government must have one Government, and to have one Government we must have the unity of the country restored. Disbandment of superfluous troops is probably the first essential. There must be co-operation among the provinces for their mutual welfare, and they must support their Government. It is doubtful if genuine reunification can be accomplished, until superfluous troops are disbanded, and it is clear that if troops are disbanded the power of the military in Government affairs will necessarily wane, and there is no room to deny the military at present, even when the influence they wield because of their army strength, should be a value in Government affairs. If they are men of the right caliber, an early session of Parliament is another vital factor, and is probably one of the quickest means of starting the ball rolling, not only towards reunification but towards stabilization of the Government."

"How about Dr. Sun Yat-sen and his anti-North expedition? Do you think he is only bluffing?"

Dr. Sun's Methods.

"I understand," Dr. Yen replied, "that his expedition has already started. Dr. Sun has proved himself a man of destructive ideas, a radical, a man who seeks to tear down. As for General Chen Chiung-shan's apathy towards his expedition, I am told that General Chen is mainly concerned in restoring normal conditions in Kwantung, and that this opposition to the anti-North expedition comes from his belief that if such an expedition is to be launched it should be fully prepared and equipped and should be suitably timed."

"The story has been circulated," I told him, "that there is an agreement between General Chen Chiung-shan, General Wu Peifu and yourself concerning the Government and that under the terms of this agreement you are to be Premier. Is there anything in that?"

"I can best answer your question," he said, "when I tell you that I have never met either General Chen or General Wu."

Dr. Yen Will Step Out.

"And the present political situation?"

"I have tendered my resignation," which has been returned to me. A new Premier will be chosen and then I shall step out."

"But suppose you are chosen Premier?"

"I hope the choice will not fall upon me," he replied. "I am not thinking any responsibility for the welfare of the people. But I am tired; my eyes are giving out—probably because of so much reading. You asked me once before if I contemplated a trip abroad. Not at the moment. I would prefer to use some parts of my own country which I have not yet visited. I would like to visit Korea and Formosa and see what the Japanese are doing. I would like to visit Siam and India. And a person can rest while travelling. I have been invited to deliver a series of lectures before an international political institute in the United States this August, but I doubt whether I can accept."

I asked Dr. Yen further questions about the political situation, particularly as to the length of time he thought it would require to stabilize conditions in China.

"It cannot be accomplished overnight," he declared with emphasis. "It is going to take time. The military is the big factor in national life to-day, and to induce them to step out in favour of civilians is by no means the easy task that many of the newspapers think. It is one thing to say such and such a thing, and another

accomplished; it is an entirely different thing to bring about the accomplishment of the reform. I doubt very much if the newspapers or the people realise the efforts that must be exercised to bring about a change of any importance in government."

What China Got in Washington.

"Mr. Lenox Simpson," I suggested, "is indulging in much criticism of the Chinese Delegation to the Washington Conference, saying that they obtained from the Powers one-half of what they should have obtained."

"What more could there be expected at this time than they did get?" he countered.

"Mr. Simpson further claims credit for the abrogation of the Anglo-Japanese Alliance," I told him.

"Who cares who got the credit?" he asked. "The Alliance was abrogated, was it not?"

"And Mr. Simpson advocates that at future international conferences men direct from China be sent, letting them use interpreters, if necessary, as the French did at Washington."

Dr. Yen reflected.

"There may be something in that," he admitted, "for men thoroughly familiar with conditions at home at the moment of the conference will speak naturally with more details to back their statements."

"And," I suggested, "Mr. Simpson alleges that he was given what is popularly termed the 'cold shoulder' in Chinese diplomatic circles abroad, but particularly at the Washington Conference."

"Mr. Simpson is a good man," Dr. Yen replied, "and has rendered valuable service to me and to my country. If you say he went around expecting to throw bombs of information in the respective diplomatic circles, and these bombs failed to explode, I do not care to discuss it. Affairs among nations have usually been arranged through diplomatic circles, and I still believe that is the readiest, the most suitable, and the best means of doing so to-day."

—SINGAPORE TIMES.

"HEART OF MARYLAND."

Famous Civil War Play
Filmed.

The strike is over. The Colony has a sort of relief and rest, but it determines to forget the depressing period through which it has just passed. Sorely tried citizens will find a ready aid to the wish in the Coronet Theatre's current attraction, "The Heart of Maryland." Based on David Belasco's famous Civil War play and staged in historic settings, this great Vitaphone production takes foremost rank among the screen's finest pictures. Introducing a beautiful Southern girl, a dashing Northern hero, General Lee, Abraham Lincoln and other spirited characters, the cast finds brilliant representation in a clever company headed by Catherine Calvert. A sweet love story with a background of war and unflinching in its interest. The photography is remarkable and the great spectacular scenes are handled with fine realism. The famous bell scene is depicted with a skill typical of the whole production. Deftly weaving romance and history, "The Heart of Maryland" is not only a great picture—it is also an artistic triumph.

IN PACE.

In Ludford churchyard is the following epitaph:—

Here lies in horizontal position the outside case of

George Routledge, watchmaker,

whose abilities in that line were an honour to his profession.

Integrity was the mainspring, and prudence the regulator

of all the actions of his life.

Humane, generous, and liberal,

his hand never stopped

till he had relieved distress.

Sonicity regulated were all his

motions,

that he never went wrong,

except when set spinning,

by people who did not know his

key.

Even then he was easily set

right again.

He had the art of disposing his

time so well

that his hours glided away

in one continual round

of pleasure and delight.

Till an untimely minute put a

period to his existence.

He departed this life Nov. 14, 1892,

aged 57,

and up to the day of his death

was of being taken in hand

by his Maker,

and of being thoroughly cleaned,

repaired, and set going.

In the World to Come.

Surest thing
you know!

They Satisfy

—and the blend
can't be copiedChesterfield
CIGARETTES

LIGGETT & MYERS TOBACCO CO.

EARLIER TELEGRAMS.

ORIENTAL CIRCLE DINNER.

London, March 7.

Guests at the Lyceum Club Oriental Circle dinner included Sir Bhownagree Datta, India Office; Mr. Chu, Chinese Charge d'Affaires; Mr. Chao, Japanese Consul General; Doctor Chiang of Peking University and others including ladies. Mr. Shrimpton presided.

Sir Bhownagree replying to the toast of India opined that the situation in India for the present was most grave. The suggestion of handing over the native States to native administration and doing without British administration was untenable and would constitute almost a betrayal of the people. The great cause of the present difficulties was the establishment of a system of western education which unfitted the people of India to work upon raw material and so increase the prosperity of their own country.

Mr. Tokutomi, responding to the toast of Japan, said the forthcoming momentous visit of the Prince of Wales to Japan, which was keenly awaited throughout the country, coupled with the renewal of the Alliance embodied in the new pact which is calculated to cement still further the relations between Britain and Japan.

TURKISH ENVOY LANDS IN FRANCE.

Paris, March 7.

Yussouf Kemal, who has just arrived in Marseilles, stated to a Havas representative, not only that he will represent Ankara but the whole of the Turkish people in the next conversations. Turkey, having decided to throw back the invader energetically, will also prove that she takes every opportunity, which she can to terminate the war. He considers that the Franco-Turkish Agreement is a prelude of the settlement of the situation in the Near East, which is dominated above all by the Turkish question. Yussouf hopes that after conversations with the authorities of the Entente any doubt will disappear and that other powers will equally appreciate the Pacific disposition of the Turkish people.

PACIFIC RIGHTS.

Washington, March 6.

The Senate has adopted a resolution submitted by Senator Borah asking President Harding how the Lansing-Ishii agreement was affected by the ratification of the Four-Power Pacific Treaty. Senator Underwood, prior to adoption, contended that the agreement would be wiped out by the series of conference treaties because a new arrangement had been substituted to define rights in the Pacific.

SITUATION IN IRELAND.

London, March 6.

Mr. Churchill announced in the House of Commons that a large force of republicans had seized Limerick Town. The British Government would best be discharging its responsibility for law and order by leaving the provisional government to take action.

THE MURDERED MISSIONARY.

Washington, March 7.

The State Department has requested China to take immediate steps with a view to the apprehension of the murderers of the missionary Skelton.

ARMS FOR CHINA.

Washington, March 7.

President Harding has issued a proclamation prohibiting the shipment of arms and munitions to China.

ORDER AT FIUME.

Rome, March 7.

Signor Castelli reports from Fiume that the work of restoration of order is proceeding satisfactorily and uninterruptedly.

THE DAVIS CUP.

New York, March 7.

Denmark has issued a challenge for the Davis Cup.

BRITISH LEGION.

First Annual Meeting.

The first annual general meeting of the Hongkong and China branch of the British Legion was held last evening at the City Hall. Brig. Gen. Macpherson presided, and there were present nine members of committee and 11 other members. The proceedings were shortened because of strike duties.

The minutes of the extraordinary general meeting held on 21st December were confirmed and the report and balance sheet were approved.

The election of officers resulted as follows:

President: Brig. Gen. E. E. Macpherson.

Chairman: Lt. Col. L. G. Bird.

Vice-Chairman: Mr. J. Bell.

Hon. Secretary: Mr. H. K. Holmes.

Hon. Treasurer: Mr. W. J. Hawker.

Auditors: Messrs. A. Perry and H. Spicer.

Committee: Lt. Col. L. G. Bird, Mr. A. W. Roberts, Mr. A. Munro, Mr. F. W. James, Mr. M. H. Turner, Mr. F. C. Hall, Mr. T. Young, Rev. C. C. Poiri, Mr. G. Yates, Dr. E. H. Hoke, R.N.R., Mr. T. W. Hill and Mr. H. S. Burleigh.

Before the conclusion the Chairman expressed the greatest regret at the recent deaths of two members, Mr. A. H. Crew and Mr. C. F. Mason, M.C.

GENERAL NEWS

THE LATEST ABOUT LIANG

According to the Chinese press great activity prevails in the old Chiao-tung party and it is expected that Mr. Liang Shih-yi will be able to resume his post as Premier in three weeks' time.

CHINESE SECRET SERVICE AT SHANGHAI.

In response to an urgent request from the Military Governor of Shanghai, Peking has remitted \$10,000 to cover the expense of maintaining the local secret service, says the Sincin-pao. The paper adds that the Military Governor consigned the amount insufficient and called for return for a further \$10,000.

SMALL CHINESE BANK NOTES.

A new venture in the direction of the issue of paper money is announced in Shanghai. The Journal of Commerce mentions that a new bank is going to issue notes of the denominations of two, three, five and ten cents. This will probably be the lowest on record locally, although shop notes for ten cents and over were long in use in some of the River For s. It somehow suggests the emergency measure adopted by France subsequent to the war, when owing to the shortage of a rail change postage stamps had to be used.

JAPAN'S SUFFRAGE BILL.

A Popular Demonstration.

Tokyo, Feb. 23.

The discussion of the universal suffrage bill in the Lower House of the Diet has been set for this afternoon.

The session has afforded an opportunity for the staging of a popular demonstration, of which the Diet buildings are the centre. Crowds gathered early, but the police up to noon have managed to separate the converging masses and cleared the approaches of the Diet. Thousands of police are concealed at vantage points within half a mile. The probability of a serious disturbance is discounted by well-informed persons.

The bill is supported almost unanimously by the press, but its defeat by a majority of 100 is regarded as almost certain.

Later. This afternoon passed without any untoward incident. The streets were cordoned by the police, who kept the huge crowds continuously on the move.

Inside the Diet the Lower House was packed, where there was considerable excitement and also some abusive language used. A diversion was created in the middle of the afternoon, when an occupant of the galleries threw a live snake among the members. Both the snake and thrower were captured.

Intense Popular Excitement.

Tokyo, Feb. 23.

The suffrage debate in the Diet adjourned at 6:40 o'clock this evening and will be continued to-morrow.

While the members of the Lower House were filing quietly out of the chamber thousands of suffrage enthusiasts, who were facing the police-skirted area, flung taunts at the guardians of the law. There were numerous clashes but the most serious occurred when the thousands marching from the Shiba Park meeting attempted to reach the Kenseikai headquarters, which are inside the forbidden zone. The mob charged the police lines and many had their heads broken or were otherwise injured, while some of the police lost their swords. A dozen demonstrators were arrested.

The Kenseikai headquarters were the scene of another disturbance at eight o'clock this evening.

100 ARRESTS.

During the course of the debate in the Lower House 1,000 persons followed its progress through the speakers at the headquarters of the opposition party. When leaving the building the police began to make arrests. This action stirred the Kenseikai members of Parliament, who to the number of 20, went to escort the people to the safety zone. They were led and charged by the police.

The total arrests for the day numbered almost 100, while personal petitions presented to the Diet numbered 30,000.

NOTICE.

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DESCRIPTIONS.

THE GEDDES REPORT.

Mr. Churchill on Publication.

At the 1920 Club, Mr. Winston Churchill replied to speeches by Mr. Asquith and Lord Grey.

After dealing with the Irish settlement, Mr. Churchill said:

There is another measure of policy on which Liberals and Conservatives are at present

equally united, the reduction of armaments and the retrenchment of expenditure, with that corresponding diminution in the

burden of taxation which should flow therefrom. No doubt you

heard of the Geddes Report. (Laughter.) I have read it. It is

a fine, massive, comprehensive piece of work. (Laughter.) I do

not say for a moment I agree with it all, but it is certainly a

State paper of the highest value, and one which reflects the

greatest credit on the extremely able men who have voluntarily

given so much of their time, experience, and energy to its

formulation. Of course, the Geddes report is going to be

published. No one who has read it would wish it to blush unseen

and waste its fragrance on the Whitehall air. (Laughter.) It

should be published so that everybody can judge for himself.

But before it is published the Government must reach a definite

conclusion as to the Estimates that will present to Parliament.

The Government must know their own mind and stand or fall by their decision. They cannot de-

legate those powers to anybody. They are responsible not only for

the proper and frugal conduct of finance, but also for the security of the Empire and the interests

of the nation. The Government must present their policy to Par-

liament and must furnish Par-

liament with the fullest means of scrutiny. I am satisfied that there

will be this year reductions in expenditure on an enormous scale

(cheers), and I am sure also that this task must be executed in a

spirit ruthless, relentless and remorseless. This task is one in

which Liberals and Conservatives must co-operate and in which they

will be jointly serving the best interests of the country. (Cheers.)

WHAT IS A LIBERAL?

We are told we are not Liberals.

What is a Liberal? Various definitions are offered. There are

a number of people who would say a Liberal is a man who

opposes a Conservative. (Laughter.) Among those who are

anxious to resume bitter party strife—I believe the right ex-

pression is wholesome party strife (laughter)—that definition would

be considered very healthy. But obviously it is not accurate, for if

you adopt it what would happen to Lord Grey? It would be very

hard on him. We have always considered him a Liberal of un-

impeachable integrity, and he would be very much offended if he

were told he was not, but this week he has said: "I am ready

to co-operate with Lord Robert Cecil." (Laughter.) And this

same week Lord Robert Cecil has said "I am a Conservative!"

(Laughter.) Is it not awful? (Laughter.) You have almost to

hold on to the table to know where you are! We must be very

careful not to adopt any definition which would rule Lord Grey

out of the ranks of Liberalism.

There are others who would answer the question by saying a

Liberal is a man who abuses Mr. Lloyd George. (Laughter.) Well,

that is a definition which will have its rotaries, but it is clearly

not exhaustive, because there are a great number who certainly

are not Liberals who abuse the Prime Minister (laughter), and

who abuse him quite as heartily at times and often more heartily

than any of the Independent Liberals have ever been able to

do. Certainly we must admit they have tried their best, they

have not lacked anything for want of effort and genuine heart;

spirit, but they have had formidable rivals. There are the

Socialists, for instance, who have abused Mr. Lloyd George—me-

who tried to upset this country, to bring it down to the level of

Russia by means of a Triple Alliance strike and who have

been completely frustrated by the skill and statesmanship of the

Prime Minister. (Cheers.) They abused him in violent terms.

Then there are a number of very respectable gentlemen, for many

of whom I have the highest esteem, who read the *Morning*

Post (laughter), who are certainly not Liberals, and who undoubtedly,

as you can see every morning at a moderate price, give them-

selves the pleasure of abusing the Prime Minister with the

utmost vigour. So clearly this definition of what is a Liberal is

by no means one on which we

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can trust ourselves permanently. Nothing would infuriate the Socialist and nothing would infuriate the readers of the *Morning Post* more than to tell that they were comprised within a definition of the word Liberal, and after all we are not looking for trouble. We must endeavour to make our way through this world with as little irritation as possible, and do not let us choose a definition which would needlessly cause pain to these classes.

ANOTHER DEFINITION.

No doubt there is another definition and it is one which I will venture to offer to the 1920 Club. The Liberal is a man or woman (cheers) who does his utmost to bring Liberal principles to bear upon the policy of his country at home and abroad. That is a definition which I accept, and which I commend to the 1920 Club. We may bring those principles to bear in various ways. They may be brought to bear by co-operation or criticism. Some will choose one, some the other. At one moment co-operation is right, at another, criticism. But the question we have to answer now is whether Liberal opinions and principles can be brought to bear upon the government of the British Empire at the present time by co-operation or criticism. No doubt it is much harder to co-operate than to criticize; no doubt it is much harder to act wisely and to act successfully than it is to talk cleverly and win applause. But because a Liberal chooses the more difficult of the two paths, there is certainly no reason why he should be considered inferior to the Liberal who chooses the easier path.

I was reading yesterday, as a place in my leisure moments, which are not too numerous in these days, the beautiful speeches delivered by Mr. Asquith and Lord Grey to the Independent Liberal gathering which was assembled and collected, drawn together, and otherwise concentrated in London as a counterblast to our functions of the preceding week. (Laughter.) They certainly were very interesting speeches. The adjectives employed must have been most gratifying to anyone in the audience who had carried to a high degree of development the critical, fretful, and spiteful elements in his composition. But the sole object of both those speeches, however dignified their expression, however solemn and even pompous their mood, was to ex-ite partisanship on without finding against the Government which has been dealing with, and is still confronted with, world events of prodigious and unprecedented complexity. (Cheers.) Let us look back upon some of these events. It is more than five years since the Prime Minister, our leader, assumed his high office. It has been a period of stupendous and unexampled difficulty. There never has been a period when the convulsions of the world have been so formidable or when mankind has been so wearied and exhausted. Take

SUFFRAGE MOVEMENT IN KOREA.

A Moderate Organisation.

The Kukmin Hyophoi (National Association), of which the late Mr. Min Wonsik was the organiser and leader, held its third-regular meeting at 5 on the other day. The Association is now under the leadership of Mr. Kim Myongchun, says the *Seoul Press*, and it is claimed that thanks to his personal influence and ability the Association, which momentarily tottered on the untimely death of its former leader, Mr. Min, has again recovered stability and at present stands on a more solid foundation than ever. It boasts a membership of more than 10,000 and over 20 branches. The meeting was attended by some 100 delegates from the provinces. After a report by a secretary the president delivered a spirited speech in which he pointed out the importance for the Association to advance along the line bequeathed to it by his predecessor and to continue its efforts to obtain a Parliamentary Election Law and total self-government in the Korean peninsula. A resolution was passed advocating the cause but deprecating the idea entertained by a section of the Korean people that Korea should be brought to such a Dominion status as Canada or Australia has in its relation to England. The resolution insists that Korea should endeavour to occupy an eminent place in the world as part and parcel of the great Empire of Japan rather than be looked down upon as a dominion. The election of officials was then held with the result that Mr. Kim was re-elected President.

THE GENOA CONFERENCE.

China Advised Not to Attend.

Chinese delegates at the Washington Conference have advised their Government not to take part in the Genoa Conference, according to an article in the *Yi Shih Pao*. China was invited to take part in this meeting at the time when the original invitations were sent out by the Powers, but the Government has not yet decided whether it would be advisable for the Republic to be represented. The opinion expressed by the three delegates who have been representing China at Washington was based on the fact that the Genoa deliberations will be mainly concerned with the economic rehabilitation of Europe and an outgrowth of the German Reparations Commission. As China has refused to sign the German treaty, Dr. Sze, Koo and Wang feel that there is no necessity for Chinese participation.

the two together, the magnitude of the events, their rapid sequence, their violent fluctuations, on the one hand, and the impoverishment and attenuation of human beings and of all existing Governments, on the other.

NOTICE.

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SHANTUNG RAILWAY FUND.

Mandate Urging Contributions.

A petition has been submitted to President Hsu by Chu Yao-shan, Minister of Agriculture and Commerce, requesting him to issue a mandate concerning the deposit of contributions to the Shantung Railway Redemption Fund. The petition states that throughout China organizations are being formed to raise the money necessary for the redemption of the railway and provisions should be taken to safeguard this money and ensure its being used for no other purposes than those for which it is intended. The suggestion is made that certain banks should be officially designated for the holding of the deposits of this fund and regulations should be drawn up concerning them. Money so deposited should not be

drawn out for any cause and all accounts of the redemption fund should be under the supervision of the Banking Association and of the Chambers of Commerce. From time to time reports should be made to these organizations and to the various associations and guilds concerned in the raising of the money so that the people may be kept informed of the amount that has been contributed.

This petition was submitted to the President and by him handed to the Acting Premier, Dr. Yen, who in turn gave it to Mr. Lin Cui-wu who will draw up a special mandate as requested by the Minister of Agriculture and Commerce. It is expected that this mandate will appear within the next few days giving full regulations regarding the deposit of funds and designating certain banks as qualified to receive the contributions for the redemption of the railroad.

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FRANCE'S WAR LOAN FROM THE U.S.

M. Loucheur, interviewed by the Paris correspondent of the Baltimore Sun, declared that France is unable to pay her American debts now or later if the United States insist on gold payments and refusing to accept French products. Referring to this interview, Senator McCormick stated that the United States having bona fide lent large amounts to European countries, cannot force reimbursement the less so the exaggerated military and civic expenditures of France would only be increased thereby.

LENDING ONE'S YEARS.

It is interesting to note that when the only son of Tschun Chao Ti of Honan, who is seven years of age, was sick, the provincial officials manifested their subservience by lending their own ages to the junior Tschun. A great celebration was held, and the military officers and civil leaders all signed their names on a roll-book and each promised to lend five years to the junior Tschun. It is estimated that the youth would live more than three hundred years in case the blessing asked by the officials materialises.—Chen Pao.

CONSIGNEES.

NOTICE TO CONSIGNEES.

Consignees of cargo for Hongkong per

S.S. "SATSUMA"

are hereby notified that owing to the Strike of Cargo and Wharf coolies, cargo for Hongkong has been discharged at Shanghai and will be held there at consignees' risk and expense, to be forwarded to Hongkong as soon as practicable.

Consignees are therefore recommended to make the necessary arrangements respecting Insurance etc.

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NOTICE TO CONSIGNEES

STRUTHERS & BARRY

From PACIFIC COAST, JAPAN and NORTH CHINA.

Consignees of cargo for Hongkong per S.S. "AFUS" are hereby notified that owing to the strike of cargo and wharf coolies, all cargo for Hongkong will be landed at Shanghai. Consignees are therefore recommended to make the necessary arrangements respecting insurance, etc. The cargo will be brought to Hongkong immediately conditions at this port become settled.

STRUTHERS & BARRY

Agents.

United States Shipping Board, Emergency Fleet Corporation, Hongkong, March 1st, 1922.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE via Straits. CONSIGNEES OF CARGO FOR HONGKONG PER

S.S. "LISBON MARU"

are hereby notified that owing to the strike of Cargo and Wharf Coolies, the steamer will not call at Hongkong and cargo for Hongkong will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangement respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 4th March, 1922.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

S.S. "KASHIMA MARU" Due at SHANGHAI on 6th inst. From PUGET SOUND PORTS.

Consignees of cargo for Hongkong per the above steamer are hereby notified that owing to the strike of cargo and wharf coolies, the steamer will not call at Hongkong and cargo on board for Hongkong will be landed at Shanghai. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be brought on to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 2nd. March, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA & STRAITS. Consignees of Cargo for Hongkong per

S.S. "LAISANG"

are hereby notified that owing to the strike of cargo and wharf coolies, cargo for Hongkong will be overlanded and landed at Shanghai and/or at Kobe. Consignees are therefore recommended to make the necessary arrangements respecting Insurance, etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

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Friday, 20th. February, 1922.

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Owing to the strike of seamen Consignees are hereby notified that Hongkong cargo will be carried on to Shanghai and landed there.

Consignees are therefore recommended to make the necessary arrangements respecting Insurance etc. The cargo will be returned to Hongkong immediately conditions at this port become settled.

JARDINE MATHESON & CO., LTD.

Agents.

Hongkong, 28th. February, 1922.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA

FROM EUROPE via Ports.

Consignees of cargo for Hongkong per

S.S. "ALASKA MARU"

are hereby notified that owing to the strike of cargo and wharf coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting Insurance, etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

Y. YASUDA.

Manager.

Hongkong, March 3rd. 1922.

NOTICE TO CONSIGNEES.

Consignees of cargo for Hongkong per

S.S. "PATHAN"

are hereby notified that owing to the present state of affairs in Hongkong due to the strike of seamen, etc., cargo for Hongkong has been carried on in the vessel to Shanghai and/or Kobe and/or Yokohama.

Consignees are recommended to make necessary arrangements to Insurance etc. The Cargo will be returned to Hongkong immediately conditions at this port become settled.

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THE YELLOW RIVER BRIDGE.

Award for Design Given to a British Engineer.

Interest in the Yellow River bridge scheme has been revived owing to rumours that have filtered through to the effect that building operations will shortly be under way. The modern idea is that it is bad policy for a newspaper to start off with a negative to any of its stories, but unfortunately one must do so in this case, for it has to be confessed that inquiries amongst people in Shanghai who are bound to get the earliest information do not confirm the opening statement, but there are other points of interest.

We are assured that there really is a genuine intention to bridge the Yellow River with a first-class causeway and that this holds first place amongst China's engineering plans, the only cause of delay being the adoption of the prize-winning policy, which the railways are following, of seeing to it that there is money in hand to pay for new works before a start is made with them. It is now quite a long time since plans for the Yellow River Bridge were invited and submitted. Then there was a by no means edifying wrangle over the matter of selection and since then the whole subject seems to have fallen out of public interest.

FORTH BRIDGE RENOWN. It would appear to be practically certain that the contract for the work to commence has not yet been given out, but the award for the design has been definitely made and it is a cause of pride that a British firm and a British engineer have come out on top. There will be available for those who take this new work in hand the brains responsible for that magnificent engineering memorial, the Forth Bridge, one of the world's most impressive sights although in the detail of size it has latterly been eclipsed by many another bridge. The final award for the competitive designs and tenders was given to a Belgian engineering combination made up of the Societe d'Etudes et de Construction, the Societe Belge de Chemin de Fer en Chine, and the Compagnie Generale de Chemin de Fer et de Tramways en Chine, the two latter being well known in China. As regards this particular scheme, the Societe d'Etudes et de Construction is the active member and the preparation of the designs and estimates was in its hands. The company was earlier known as the Societe Anglo-Belge de Construction and is a subsidiary combination between Messrs. S. Pearson & Son (Contracting Department), Ltd. of London, the well-known contractors for public works, and the Compagnie Belge de Chemins de Fer et d'Entreprises de Brussels (formerly the Compagnie Generale de Chemins de Fer Secondaires), a railway engineering firm of repute.

MR. BOURNE'S SHARE. Two designs and tenders were prepared in mutual consultation, one by each of the above firms; that of the larger spans by the Compagnie Secondaires, known as "A" design, and a more economic design, with more moderate spans, known as "B" design, by Messrs. Pearson. It is to the latter design that the first place has been awarded. The consulting engineers for the projects sent Sir Ernest Moir, Bart., of Forth Bridge, renowned, M. Clavier, Grand Cordon of the Order of the Double Dragon, who built the existing bridge over the Yellow River, and Mr. T. J. Bourne, C.B.E.

It is to Mr. Bourne that the main credit is due for this latest success of British engineering. Acting for Messrs. Pearson, whom the Chinese know as the Ta Cheng Keng Sun, he drafted the plans and designs which were finally accepted. Mr. Bourne, whose brother, Mr. F. S. A. Bourne, was for so long assistant Judge and later Acting Judge of the British Supreme Court in Shanghai, has himself spent many years in China, counting over 30 in association with Chinese railways, and it was he who built the Hwai bridge at Fengpu. During the war the British Government eagerly gathered in Mr. Bourne to help in the matter of the Labour Corps, his engineering skill and knowledge of the people and their language assisting greatly in the recruiting of the mechanics who were sent to Europe. Later, as Commissioner, with headquarters at Weihaiwei, he directed the whole scheme.

JAPAN LEAVING SHANTUNG.

Chinese Requested to Supply Guards Along the Railway.

The Japanese Minister called on the Acting Premier, Dr. Yan, recently and communicated to him the intention of the Japanese Government to withdraw the Japanese guards on the Shantung Railway as soon as possible without waiting for the ratification of the Shantung Agreement at Washington. It is stated that with that object in view, the Japanese are now making every preparation for the withdrawal of the troops along the line. The Japanese Minister, therefore, asked the Chinese Government to get either police or soldiery ready to replace the Japanese railway guards.

He also pointed out the statement made by the Chinese delegates at Washington that the Chinese Government would take full responsibility for the protection of the railway itself as well as for foreign lives and property and that in case a proper police force should not be organized in due time a military force would be used as guards as a temporary measure but that such a military force should be organized with selected and well-disciplined soldiers. Mr. Obata stated that the Japanese Government trusted that the above statement made by the Chinese delegates at Washington was fully shared and endorsed by the Chinese Government and that the Japanese Government would entirely depend upon that statement in carrying out the withdrawal of the Japanese railway guards.

COMING TO CHINA.

Mr. Bourne is at present at Home, but it is understood that he will shortly be on his way out, for the Ministry of Communications has given an official assurance that it is the Government's intention shortly to give out the bridge contract, and the work will then be pushed on as rapidly as possible. Of course, it is a gigantic undertaking and it is estimated it will take three or four years to complete the bridge. The presumption is that the Belgian firm will supply the steelwork, Messrs. Pearson having sole charge of the construction proper.—N.C. Daily News.

FRECKLES AND HIS FRIENDS

The Explanation

BY BLOSSER



WATSON'S "E" WHISKY.

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Wine & Spirit Merchants.

ESTABLISHED 51 YEARS

TELEPHONE 616.

Birth.

DUNCAN.—At the French Hospital on the 6th inst. to Mr. & Mrs. R. K. Duncan, a son.

GARCIA.—At 33, Yee Kee Building, Kowloon, on March 3rd, to Mr. & Mrs. R. F. Garcia, a son. (Shanghai and Manila papers please copy.)

Death.

CREW.—At the French Convent Hospital, on March 3rd, Archibald Hibbard Crew, beloved eldest son of the late Edwin George Crew and Mrs. Crew of Clifton, Bristol, England; age 36.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 8, 1922.

EXTREMISTS ON WASHINGTON.

When opposing sides both assert that they have been "let down," the impartial mind is likely to conclude that neither has been specially favoured, denoting that, on the whole, each has received a broad measure of justice. Reports, views, surveys, and what not continue to make their appearance in relation to the Washington Conference. In the bulk those emanating from what may be called "unattached" writers—by which we mean writers not pledged to some particular interest—are of a hopeful kind. Here and there we find utterances invoking the superlative degree—the Conference, we are told, "marks a new era in international relationship," or "sets up an inspiring landmark in the world's history." As to these high hopes, we are afraid the verdict must be of the wait-and-see type. Without at once subscribing to (or deriding) such expectations, it may be said that there are grounds to justify the numerous writers who, not feeling that there has been anything to stimulate a high pitch of enthusiasm, yet consider that the Conference accomplished sufficient to warrant the belief that an improvement in international affairs has been effected, and further, that the Conference just closed may prove to be the prelude to extended co-operation.

Then we have had the *expert* view, and this has certainly been much in evidence on the part of those in the Chinese interest, including her Western advisers, who, to be sure, are engaged to represent China's case. Thus Mr. Lenox, Simpson, Putnam Weale, has been using up quite a fair stock of stationery in this manner, and though he is concerned to lay the stress on the Chinese side, he seems in general to have stated the case in a more reasonable spirit than is often found in polemics. Dr. Ferguson, an American, is another adviser who has been indulging in surveys of the Conference, and while he is perhaps more one-sided than Mr. Simpson, he has not been guilty of any preposterous infringement of logic. Other commentators who have found their way into print, however, have permitted themselves unlimited invective. According to these (and the sentiments have found expression from adherents of both Canton and of Peking), the Conference was a sham, a fraud, a delusion and a snare for poor, unprotected China, who has been sacrificed to the Powers in general and to Japan in particular.

To Westerners out here, again, it appears that China is so far from coming away from the Conference empty-handed that there has been considerable cause for perturbation. With this phase of the Conference we have already dealt. What attracted our notice among the mass of recent comment was the following description of the Conference by a protagonist of Japan, Mr. Patrick Gallagher, of the *Far Eastern Review*: "A stinking bone from the charnel-house of Old Diplomacy, a fake, and a frame-up." Mr. Gallagher intimates that the Conference was a plot on the part of China (with her confederates, John Bull and Uncle Sam) to trap Japan. This kind of thing illustrates to what lengths partisan advocacy can carry experienced writers. When we see the same decisions described as a snare for China and a trap for her real or supposed arch-enemy (the respective Governments, it may be noted, appear to be tolerably well satisfied), it is a rational inference that, as we remarked at starting, a broad measure of justice has been done.

NOTES & COMMENTS.

An Anxious Time.

We are gratified, as we feel sure the public also is, at the changed circumstances which enabled us yesterday to revert to the publication of the *Telegraph* in its usual size. Although hard put to it, we managed to make a daily appearance, though our issues for Saturday and Monday were unduly abbreviated in dimensions. The reduced size, however, could not be obviated in the circumstances; at any rate, the one sheet served the purpose of circulating the really essential news. We felt it a duty incumbent on us, in a time of great stress, to keep the public fully and promptly informed on the developments of the situation, and many have been the expressions of appreciation reaching us that we were able to do so. Naturally, news not relating to the strike suffered to the point either of absolute expurgation or drastic condensation, but here again this was unavoidable. It was a trying time for all concerned with newspaper production, and we feel thankful that we have come out of it all as well as we have done. We crave the indulgence of our readers, advertisers and subscribers for any shortcomings or delays that may have manifested themselves during the period of abnormal conditions, and trust that the day may be far distant when circumstances will again force us to break the continuity of a regular, full-size paper.

Getting the News.

If we could find out how it is that rumours—having not a vestige of truth in them—are born we might hope at the same time to deal suitably with the authors. We should simply hand the miscreants over to the Colony's reporters, who would leave little to be found. It has been difficult enough to keep a grip on real news during the strike period, but the task of news-gathering has been made nightmarish by the flood of ridiculous, senseless and baseless rumours one has met with every day and on almost every conceivable phase of the strike situation. And the rumour-monger is as pernicious an evil as the rumour itself. He generally begins—"Have you heard?"—and then goes on to retail some startling story, possibly garish in its details, but in order to make it a little more presentable. Even yesterday, after all the strike business had been fixed up and settled, there was a most persistent story in town that the seamen in Canton had rejected everything and that we were to go through the business of a settlement all over again! The writer of this note was told in Kowloon that the number of people injured at Shatin in the trouble there ran into three figures—and so we could go on giving dozens of instances in which facts became distorted and stories sheerly invented. The public owe the newspaper reporters of this Colony its thanks for having spent hours in sifting and exploding one of the most prolific crop of rumours any community has ever had to suffer. When all the circumstances are borne in mind, we think it can be said that the story of Hongkong's strike has been presented in the newspapers with wonderful discretion and a high degree of accuracy.

Sir Arthur Balfour.

It comes a little strange to prefix the "Sir" to Arthur James Balfour, but the honour which has just been conferred upon that worthy statesman ordains that we should do so. All the same, most of us will continue to think of him as plain "Mr. Balfour," and we shall have to watch ourselves that we do not fall into the trap of omitting to give him his new title. Sir Arthur had on many previous occasions been offered a title, but had declined it. Many will now think that he might well have been given a Peerage, but it is quite possible that he was offered one. At any rate, he has been admitted to the select circle of members of the Order of the Garter, which of itself is one of the very highest honours that can be conferred upon a Britisher. If we regard distinctions of this or any kind as the rightful reward of merit, then none will gainsay that our latest Knight has been deservedly honoured. He has served the Empire nobly and well over a lengthy period of years, bringing high integrity and a lofty purpose to his work. And it is fitting that his magnificent labours at the Washington Conference, where he created such fine impressions, should be given the seal of kingly approval.

DAY-BY-DAY.

THE MANNERS WHICH ONE OFTEN NEGLECTS AS LITTLE THINGS ARE OFTEN THAT BY WHICH MEN JUDGE US FOR GOOD OR FOR EVIL.—*La Bruyere.*

Our Ladies' Page will appear this week on Friday.

The health return for yesterday shows one fatal case of plague (Chinese) and one non-fatal occurrence of small-pox (British).

In millions of gallons, the water stored in Hongkong reservoirs on March 1st was 1,047.65, compared with 1,429.97 on the corresponding date last year. The Kowloon figures were 197.84 and 291.34 respectively.

Amongst those who left by the Blue Funnel steamer *Pyrrhus* were Lieut. Comdr. and Mrs. F. H. Dawson, Surgeon Lieut. Comdr. and Mrs. H. W. Fitzroy Williams, Mrs. Sindes and Lieut. H. E. Spragge, R.N.

CHINESE NEWS.

A Shanghai telegram says it is reported that Sun Hsing-ying, a former Kwangsi Commander, has received a large supply of arms and ammunition from Wu Pui-fu and that he will be in command of the front-line forces to oppose Sun Yat-sen's expeditionary army.

Telegraphic information from Peking is to the effect that Tso T'ing-bon will arrive there on the 15th inst. to organise the Tariff Committee.

THE BERMUDA.

Addition to Nemazee Fleet.

The Bermuda, which arrived in port yesterday afternoon, is a newcomer to the Far East. She is the latest addition to Mr. H. M. H. Nemazee's fleet and was purchased recently from the Shipping Controller. Her old name, before Mr. Nemazee took her over, was the *St. Andrew*.

She was built by Messrs. C. S. Swann and Hunter at Newcastle in 1889. Her length is 470 feet, beam 56.3 feet and moulded depth 31.9 feet. She is 7,027 gross tons.

The Bermuda's trip out here from Home was her maiden voyage under Mr. Nemazee's flag. She is going into dock for certain alterations and will then be employed in carrying cargo. Capt. Ireland is in command.

DEATH OF MR. J. T. SHAW.

From Malignant Small-pox.

It is with much regret that we have to record the death of another member of the European community, in the person of Mr. J. T. Shaw, the well-known tailor and outfitter, which took place at the Government Civil Hospital in the early hours of this morning, from malignant small-pox.

The deceased, who was 46 years of age, was at business as usual on Friday last, when he went home complaining of feeling unwell. Medical advice was subsequently sought and he was removed to hospital on Sunday, his complaint being diagnosed as small-pox. Mr. Shaw had been in the Colony for close on twenty years, "having been" for some years cutter with the firm of Cottam and Company, starting on his own account when that firm became bankrupt. By his steady application, he worked up a considerable business and became well known locally. Born in Belfast, he went to Australia when a child and thence he came to Hongkong, not having been home for some 28 years. He leaves a father and step-brother in Brisbane.

Mr. Shaw, who was unmarried, was of a quiet and retiring disposition and took no part in public life. He was, however, prominently associated with the Plymouth Brethren.

The funeral takes place at Happy Valley this evening, the cortege passing the Monument at 5 p.m.

RAILWAY STATION SCENE.

Chinese Doctor Charged.

An interesting summons on two counts, in which a Chinese medical practitioner, Dr. Wong Sik-to, of No. 3 Caine Road, was the defendant, was heard by Mr. J. R. Wood at the Magistracy this morning.

The Crown Solicitor (Mr. G. H. Wakeman) prosecuted on behalf of the Railway authorities, who were the complainants, whilst Mr. M. K. Lo, of Messrs. Lo and Lo, represented the defendant.

Mr. Wakeman said that the defendant was charged, under Section 43 of the Railway Ordinance, with obstructing servants of the railway, and, secondly, under Section 23 of the Summary Offences Ordinance, with using abusive language and behaving in a disorderly manner.

On the 27th February at about 2.30 in the afternoon, continued the Crown Solicitor, Mr. G. A. Walker, Traffic Superintendent of the British section of the Kowloon-Canton Railway, was in the Kowloon Station, carrying out his duties. There was a first-class carriage the seats of which had been reserved. The defendant came up and tried to get into the carriage. The conversation which ensued between him and the superintendent was as follows:—

The defendant—You are in charge of this carriage?
Mr. Walker—Yes.
Defendant—Open it.
Mr. Walker—What?
Defendant—I want it opened.
Mr. Walker—There is plenty of room in the next carriage.

Defendant—What is your damned name?
Mr. Walker—I haven't got a damned name.

The rest of the conversation, continued the Crown Solicitor, was carried out in a similar strain.

Immediately afterwards, a passenger came on to the platform and was going to board the carriage in question when the defendant pushed in front of him and made as if to get into it first. Mr. Walker told him that he could not do so, and asked him to step off the footboard. This the defendant persistently refused, and put his suitcase down in such a way as to jam Mr. Walker and prevent him from returning on the platform. When the Superintendent again endeavoured to get past, the defendant jammed his bag still further in and refused to comply with the repeated requests uttered by the official. Mr. Walker then had to exercise the powers permitted him under Section 43 of the Railway Ordinance, which provided that in case of any obstruction or failure of any passenger to carry out the orders of the official on traffic duty, a passage may be refused to the passenger and his ticket forfeited to the railway authorities. The principal witness for the prosecution would be a Mr. Spracher, an American civil engineer, who was travelling to Canton on that day and was a witness of all that took place between the defendant and the Traffic Superintendent.

Mr. John M. Spracher, in the evidence, stated that he was on the platform waiting to board the 3 o'clock express when he noticed the defendant approach in company with another man and ask Mr. Walker for a compartment. It would be difficult to recall the exact words used in the conversation that ensued, but witness could remember that Mr. Walker directed the defendant to the next coach further down the platform which still contained some unreserved compartments. The defendant did not want to get into these, but insisted on getting into the reserved coach directly in front of witness. Again the Superintendent pointed out to the defendant that two compartments still remained to be used in the carriage further down the platform, and went to open the doors of these himself, but the defendant was not inclined to follow. He stayed behind and again made another attempt to get into the reserved coach. As to the defendant's reason for making this choice, or his objection to taking the compartments indicated to him by the Traffic Superintendent, witness was not able to make a statement. The invitation to the defendant to get into these empty compartments was repeated, and it was again refused. All the defendant said was: "What is your damned name, anyway?" Mr. Walker replied that he had not a damned name. It was difficult, continued the witness, to recall the exact words

used in the argument that followed. He, however, distinctly heard the defendant tell the Superintendent that "he was a damned Englishman," to which the Superintendent said: "Don't you damn me again."

About this time, said the witness in further evidence, another passenger got on the platform and wanted to get into the coach which had formed the subject of all this argument. The door was not locked although those of the separate compartments were. The newcomer was allowed to get into it. Mr. Walker was already on the footboard when the defendant pushed in front of him and deposited his bag on it in such a manner as to jam the Superintendent. This gave rise to another argument, in which the defendant, in spite of repeated requests by the Superintendent, refused to get off the step or take his suitcase out of the way. The defendant asked: "Why do you not hit me?" to which Superintendent replied: "I am sorry, but I cannot do it." The defendant then rejoined: "If you did I would put you under the rails." The Superintendent had to clear himself of the obstacle presented by the suitcase and went in search of the stationmaster. He returned a moment later with that official, and the demand was made to the defendant to surrender his railway ticket. When this was refused, the cudgels, so to speak, were taken up by the Stationmaster, who was no more successful in this request than was the Superintendent. When Mr. Walker reached over and made a grab for the ticket, the defendant instantly drew it back and tore it in two. The Indian policeman on duty at this point was called up and was ordered by the Stationmaster to put the defendant out of the station, on the charge that he was obstructing the platform.

Examined by the Crown Solicitor, witness added that the coach in which he was travelling contained passengers of four or five nationalities.

Mr. Lo—Were you by yourself or was there a friend of yours in your company on the platform?
Witness—I was travelling but there was on the platform a gentleman travelling to Canton whom I had never seen before.

Did you have any talk with him?—At the station when this argument came up, we listened to it and talked of it.

You two took this as a joke, you laughed, you smiled did you not?—Yes, we took it as a joke. We did not laugh so far as that word goes but we smiled.

You did not know as a matter of fact that the defendant was referred to the Superintendent by a Chinese attendant?—I don't believe it.

Corrected as to the formula of the reply, witness said that Mr. Walker might have mentioned something like it to him, but he did not recall it.

Questioned as to the disposition of the carriages, the witness, who apparently was not used to being cross-examined, replied with some heat:—How could I say? I am not connected with the railway.

In referring to that part of the evidence which related that Mr. Walker made a grab at the ticket, Mr. Lo used the words "vicious grab," and the Crown Solicitor put in an objection.

Mr. Lo—I never understood that in cross-examination you have got to get into the evidence first. The only difference between the prosecution and me is that they say it was a slight grab, and I say that it was a vicious one. I can't understand Mr. Wakeman's objection.

Mr. Wakeman (*sotto voce*):—You never can.
The case was adjourned.

SHANGHAI FREIGHTS.
Messrs. Wheelock & Co., Shanghai, in their report of 23rd February, state:—The position as regards the export trade from China to Europe and America remains the same though the recent decline in exchange tends to increase the hopes of an early revival.—To United Kingdom and Continent.—The Homeward Conference has recently reduced the rates on groundnuts with shells to 100/—and on groundnuts without shells and lined to 50/ per ton of 20 cwt.—Coastwise.—The seamen's strike in Hongkong still drags on its weary way with little hope of the end in sight and there is no business being done in the South but traffic between Shanghai, Tientsin and Daloy is fairly active and we expect Newchwang to open about the second half of March.

ROUND THE TOWN.

By "Gadabout."

What exciting times we are living in these days. Almost reminds one of the early part of the war at Home, doesn't it? One has been unable to get away from khaki and the boys have been signing on for three months (or "duration," I suppose) as they rolled up when they were needed before. We never thought when the seamen's strike started that it was coming to this, but anyway, it's waking old Hongkong up a bit and, judging by the cheery greetings one gets, nobody's worrying over much. We're not downhearted yet, not by a long chalk, and "Keep Smiling" seems to be everybody's motto. The cinemas have been going as strong as ever and I liked the Hongkong Hotel's spirit in keeping the tea dances going. People seemed to patronise them as much as ever and the ever-conquering jazz helped us to forget our troubles as in the days when Kaiser Bill forgot the power behind the Union Jack. Of course, it's a rotten business, but we've come out on top of far worse things than this, and we'll jazz through.

Whatever its drawbacks, the strike has certainly made us all a bit more human. Mr. Tons de Cash has been living in no more luxury than his junior clerk, Mr. I. M. Broke. Mrs. Tai-pai and Mrs. Littlepan both have had to turn to and cook the dinner, and the better-halves of both have lent a hand in the kitchen washing up the dirty plates. And the way in which some of the fair sex have shown what they can do when the need arises is really wonderful. A couple of months ago the spectacle of a lady sweeping the steps of a hotel would have been difficult to imagine, but such a sight greeted my eyes the other day, and my estimation of the Hongkong women went up one hundred per cent. on the spot. A few minutes later a lady drove up in a motor-car. She had a businesslike-looking broom in her hand. "She, too, was going to do her 'bit'." Everywhere the fair sex have been showing that they can arise to any occasion. I've noticed them wearing the "specials" armband driving motor-cars, just like the old days during the war, and one little flapper confided to me that she rather hoped there would be a strike of tramwaymen, because she had ideas about being a conductress.

The strike has not been without its humorous side. Naturally, there were all sorts of rumours going round among the Chinese, the same as there were among us. When strikers could not travel on the railway without a permit and the great attempted walk to the border began, an amah was told that when they reached the frontier they would find aeroplanes awaiting them to carry them to Canton. On the first day of the great march the amah joined the foot-sloggers and after struggling gamely on for about twenty miles or so was, of course, rounded up with the rest and sent back to Hongkong by the first available train. The amah apparently never quite realised what was happening and the next day told her mistress all about the aeroplane. Her employer smiled, but the amah's belief was unshaken. She said they had been sent back by train because the flying machines were not ready but she was going to hike it to the frontier again the next day.

YOUR GLASSES SHOULD GIVE REST

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians (the originators of manufacturing Toric lenses in the colony) located in 53, Queen's Road Central. They have the equipment to adjust your glasses to a nicety.

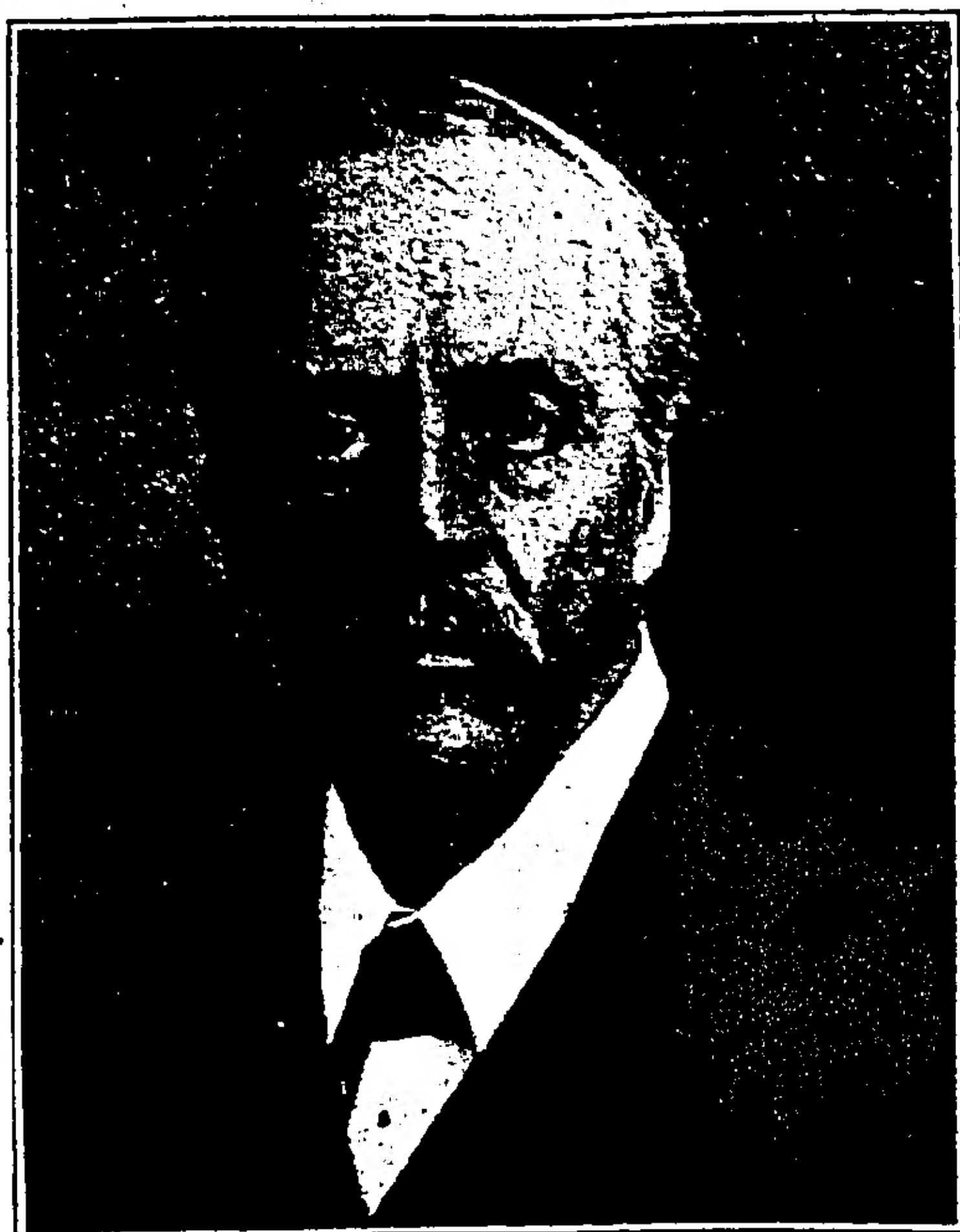
"DOHA" STILL ALIVE.

That "Doha" is not yet dead has been brought home to an innkeeper at Navenby (Lincolnshire), who was fined for failing to furnish signed particulars of his lodgers.

CAMERA NEWS

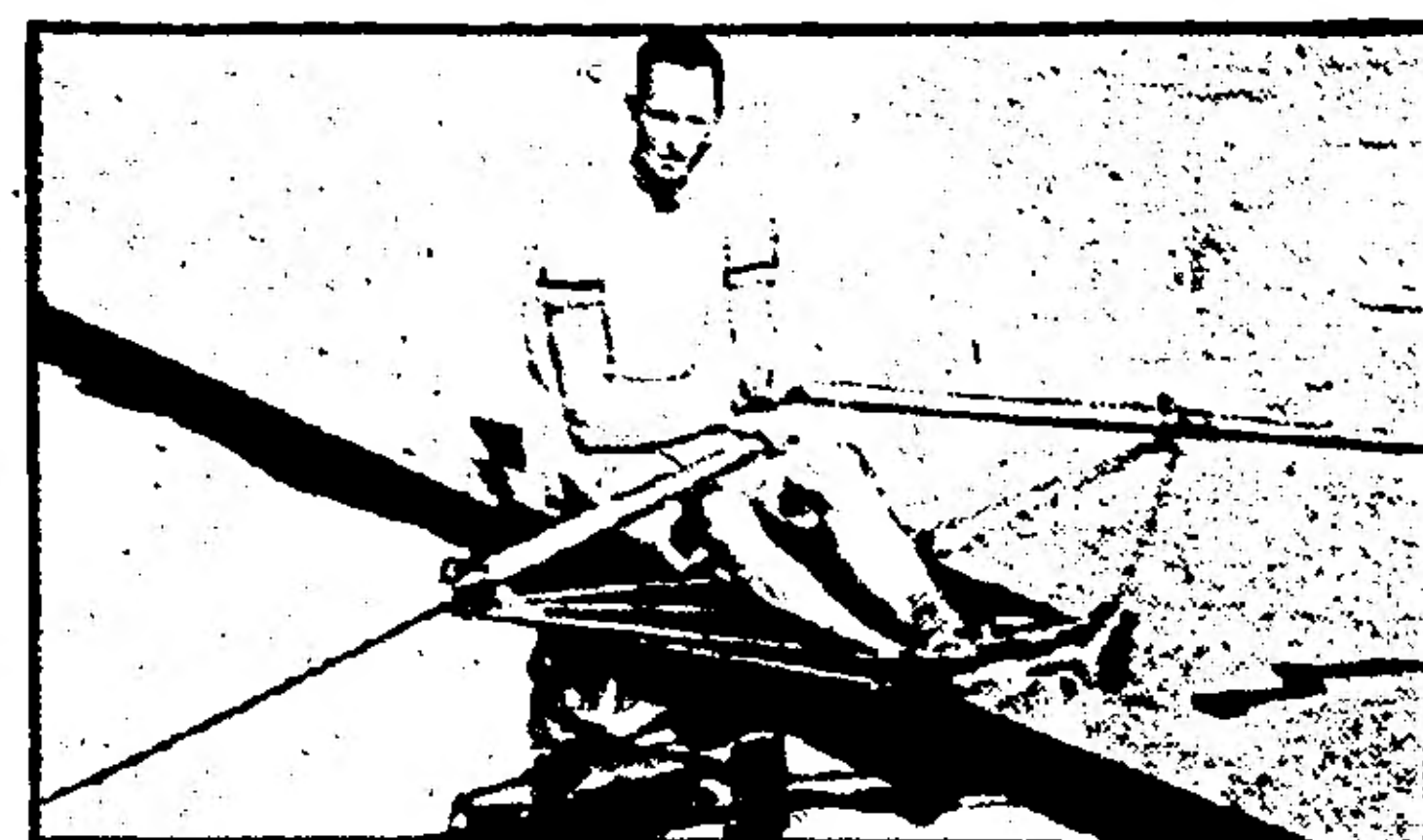


Mr. Lloyd George in his den at "Chruquers," his country house.



SIR ARTHUR JAMES BALFOUR,

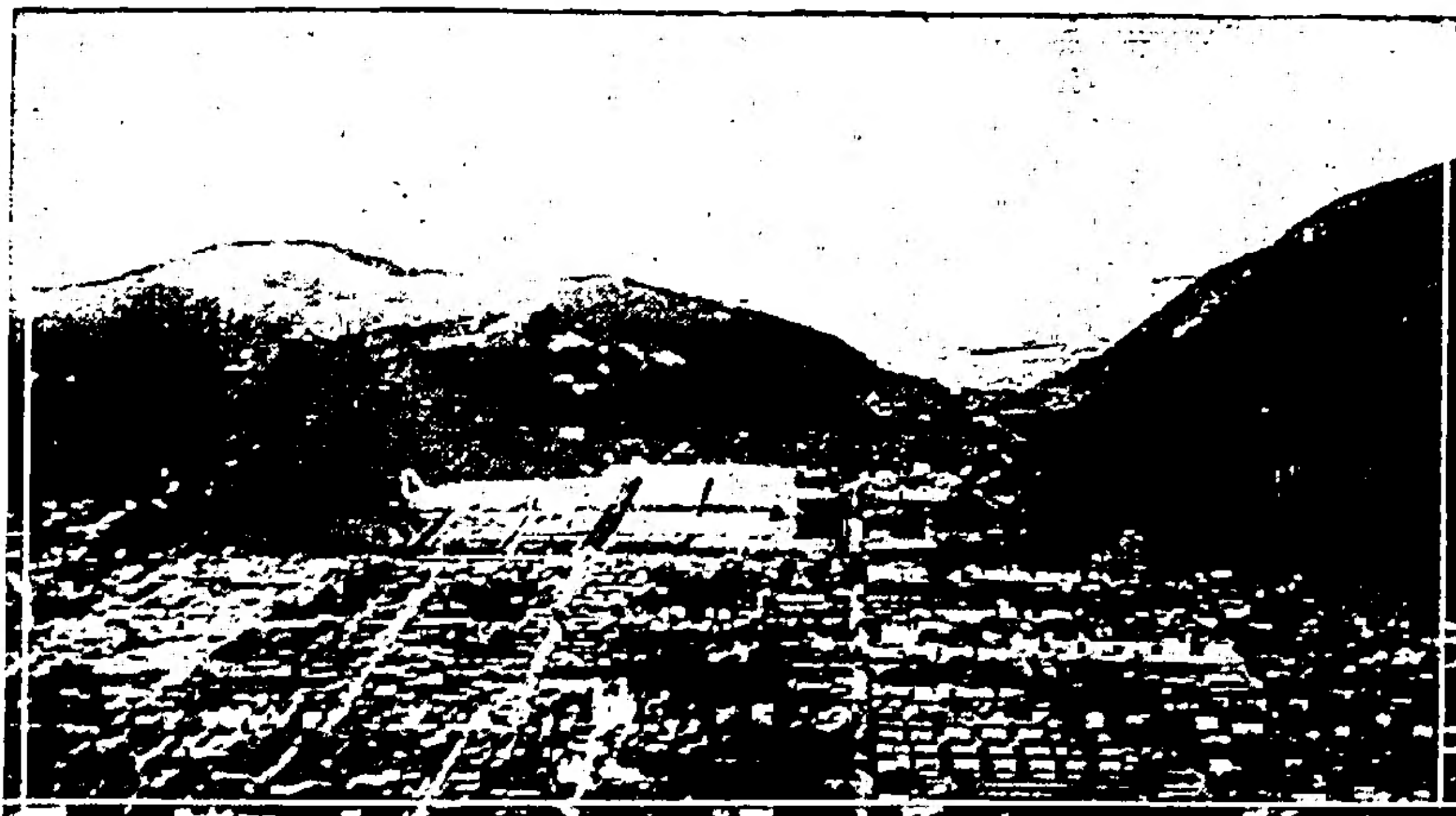
who has just received the Order of the Garter and been Knighted.



D'Arcy Hafield resting on his oars after winning the world's sculling Championship over the 3 1-4 mile course at Wanganui, New Zealand. Richard Armit, his opponent, was six lengths behind at the finish.



Prince Mary cutting her cake for ex-servicemen of the riding school in Buckingham Palace. Viscount Lascelles seems to enjoy the affair.



In Rio de Janeiro there is a most unnecessary mountain known locally as Morro de Castello. It cramps the business section of the city, so the Brazilians have raised a loan of \$12,000,000 and propose to get rid of the mountain with dynamite, hydraulic pressure and the old fashioned but efficacious pick and shovel. Photo shows the mountain and business section of the city.

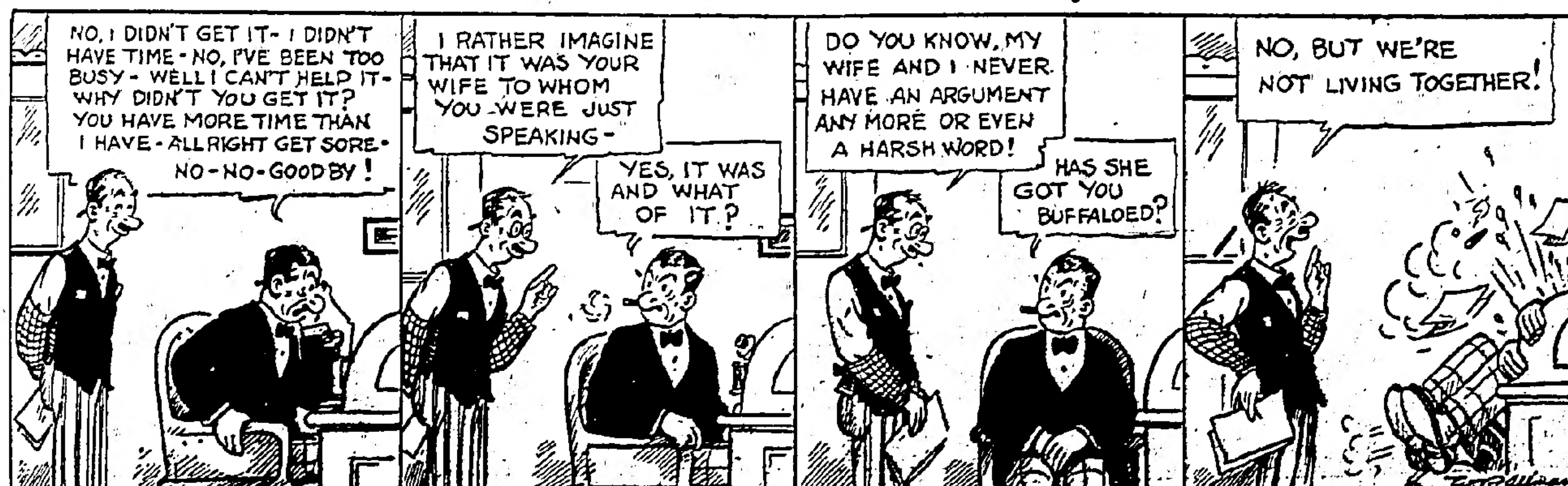


This picture, taken at the time of the election of Pope Benedict in 1914, gives a definite idea of the ceremonies attending the election of his successor.

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Empress of Canada	May 4	May 25	Empress of Scotland	May 20	June 6
Empress of Asia	May 12	June 5	Empress of France	June 13	June 20
Empress of Russia	June 15	July 5	Empress of Scotland	July 11	July 18
Empress of Canada	June 23	July 15	Empress of France	July 28	Aug 1
Empress of Asia	July 21	Aug 11	Empress of Scotland	Aug 8	Aug 15
Empress of Russia	Aug 18	Aug 22	Empress of France	Sept 5	Sept 12
Empress of Britain	Apr 20	Apr 26			

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GINYO MARU	16.00	June 23rd	
RAKUYO MARU	17.00	June 23rd	

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G. P. BRADFORD, Res. Agent,
Phone No. 3003.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
ALDABI	Rotterdam, Amsterdam & Hamburg	9th Mar.
SAPARUEA	Amsterdam, Rotterdam & Hamburg	1st Apr.
ROTTI	Rotterdam, Amsterdam & Hamburg	10th May.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

PACIFIC SHIPPING.



DOLLAR LINE

ON THE BERTH FOR NEW YORK via Suez.

S.S. M. S. DOLLAR	Mar. 15.
S.S. GRACE DOLLAR	Apr. 11.
San Francisco, Seattle & Vancouver.	
S.S. HAROLD DOLLAR	Mar. 11.
Los Angeles, San Francisco & Vancouver.	
S.S. BESSIE DOLLAR	Apr. 30.

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SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

Ship	From Hongkong	Arrive Seattle
S.S. Silver State	For Seattle	Mar. 19.
Pinetree State	For Seattle	Mar. 29.
Wenatchee	For Seattle	Apr. 11.

MANILA SERVICE.

S.S. Pinetree State	Mar. 13.
Wenatchee	Mar. 27.

SAIGON—SINGAPORE—JAVA.

LAKE ONAWA

LAKE FARRAR

Through Bills of Lading issued to Overland common points. Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

1st Floor, Union Building. Passenger Office.
Telephones 2477 & 2478. Queen's Bldg., 2, Lee House St.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. ENDICOTT 20th March.
For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC. THE ADMIRAL LINE

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Joint service of the "BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd. & China & Japan S. S. Co., Ltd.

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong	via Suez Canal	10th March.
"AJAX"	via Suez Canal	20th March.
"KABINGA"	via Suez Canal	30th March.
"KNIGHT TEMPLAR"	via Suez Canal	10th April.
"CITY OF ORAN"	via Suez Canal	10th April.

† Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

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THE STEAMSHIP:

"VAN CLOON"

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Singapore & Belawan Deli direct.

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Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN

Telephone No. 1574.

Agents.

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INCORPORATED IN U.S.A.
FAST FREIGHT AND PASSENGER STEAMERS
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AN UNRIVALLED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO.

via Manila, Shanghai, Kobe, Yokohama & Honolulu.
S.S. NANKING S.S. NILE S.S. CHINA
Mar. 15, at noon.

Java Service

HONGKONG TO SINGAPORE & BATAVIA
S.S. CORJISTAN.

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Through Bills of Lading issued to all points in United States & Canada.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to nearly all points for principal Atlantic Ports.

C. T. STURIDGE, GENERAL AGENT

PRINCE'S BUILDING 100, HONG KONG STREET.
TELEPHONE, PASSENGER & CARGO. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2151.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Thurekawamaru's Okanokiku No. 28 Kaibogai, from Misumi.

Osaka, from Osaka.

Bury Hongkong Club, from Shanghai.

Moricho Chokagawa, from Osaka.

Takes Shigeru c/o Dr. Williams 19 Wanchai, from Shanghai.

Wythe, from Shanghai.

Honchekan Kwongfooksong, from Yokohama.

L. Wanyik Waiyip, from Yokohama.

Wingsingchong, from Yokohama.

Yeungseung Taitung Hotel, from Amoy.

Taiseng Co. Shanghai, from Tientsin.

Hay Chai Tungching Co. Des Voeux Road, from Yokohama.

Taitung Des Voeux Road West, from Shanghai.

Chunshunway, from Yinkow.

Menglin 15 Connaught Street, from Shanghai.

1917, from Shanghai.

T. ERING.

Superintendent.

Hongkong, Mar. 2, 1922.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

Alibux Driver Core Thirty Turp Seven, from Amritsar.

Bristo, from Rangoon.

Miss Hendry Kremlin, from Shanghai.

Henry Landberger Des Voeux Road, from San Francisco.

Litvin Copie King Edward Hotel, from Harbin.

Odum, from London.

Faslich, from Seattle.

Teaderianina De Narknan House Kowloon, from Harbin.

Vidal Petrovi ex, from Paris.

J. C. West, from Manila.

M. E. F. AIREY.

Superintendent.

Hongkong, Feb. 23, 1922

TROOPS MAY BE WITHDRAWN FROM PHILIPPINES.

A Washington message says:

As a result of the Disarmament Conference, Philippine military defense works may be completely abandoned by the United States, even before the ratification of the Four-Power Pacific Treaty.

The War Department is considering this step, which, if carried out under pressure for army reduction, will reduce the garrison maintained in the Philippine Islands since the first American troops landed there to an ordinary police force.

COMMERCIAL NEWS.

COTTON.

Japan's excess of imports for January, totalling Y89,000,000, is contributed to mainly by the increasing import of raw cotton and rice. Imports of raw cotton aggregated Y58,665,000, increasing by Y27,367,000 over the corresponding month of last year, and these imports were landed mostly in Kobe. The cotton bought speculatively prior to the advent of the economic slump has gradually been consumed; the expectation was long prevalent of the reduction of output in the cotton mills being mitigated and then wholly abandoned; purchases were made of Indian cotton because the price was expected to go up owing to the bad results of the American cotton harvest; and large shipments were postponed until after November of last year, when freight was greatly lowered with the renewal of the freight agreement between the Spinning Association and the shipping companies interested. The belief obtains that the import of raw cotton will still continue for some time.

JAPANESE IRON.

Pig-iron in Japan is having better days than it did. As the result of the general economic depression, the price declined to Y65 per ton—a figure far below the cost of production. All the ironworks were thrown into a quandary and reduced output to 500 tons from 2,000 tons at one time. Recently however, the demand has increased through seasonal reasons and so forth. Naturally, stocks on the market as well as in the hands of the ironworks have been falling off notably, the present record being 210,000 tons. The Kinsei Ironworks are said to have sold out the iron producible up to April, and announced the stoppage of sales on the 5th instant. British and American iron, being about Y75 per ton is far higher than iron in stock in Japan, and so can hardly find its way to Japan. The domestic price is naturally disposed to go up, but not very much is to be expected from it, taking into consideration the dumping some merchants are ready for.

PERSIAN OILFIELDS.

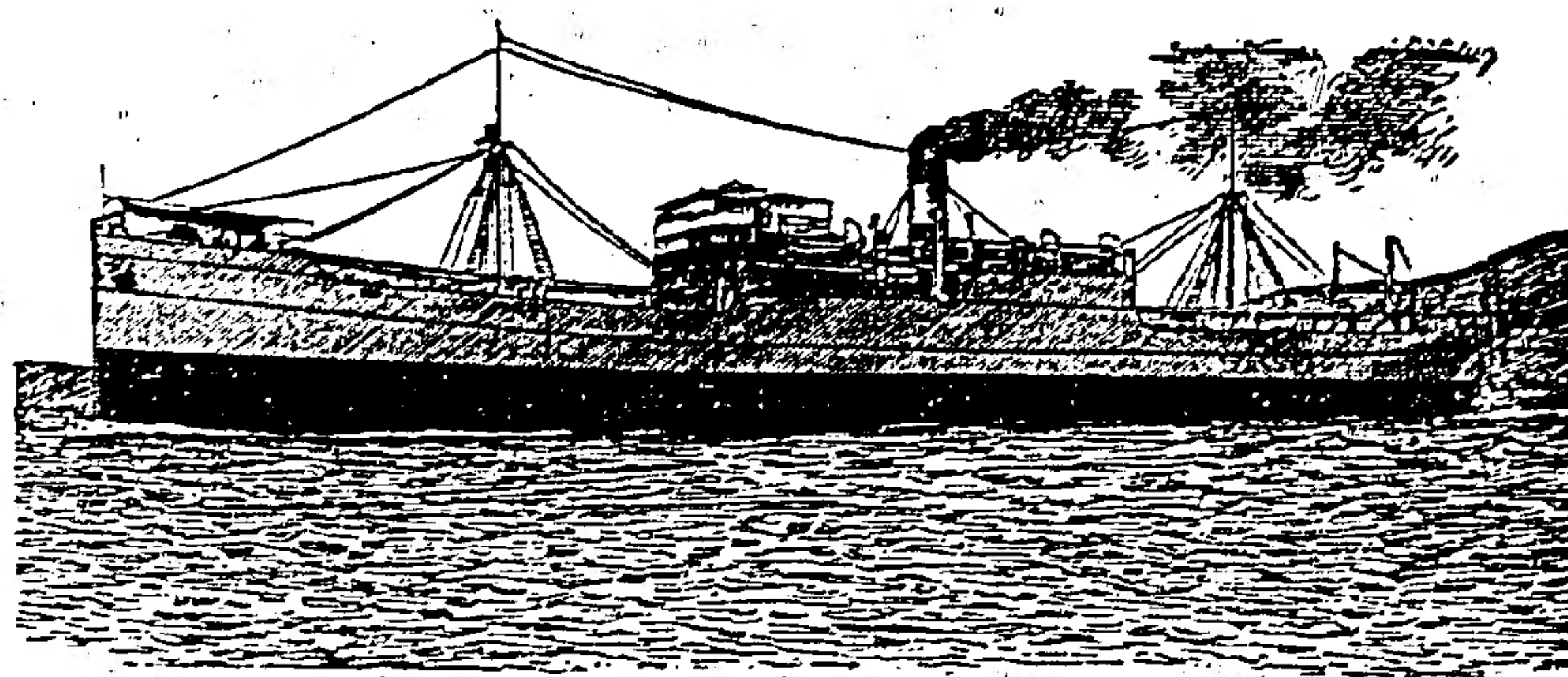
It is reported that pourparlers are proceeding in New York, which, if completed, as it seems likely, will make the Standard Oil Company and the Anglo-Persian Oil Company equal partners in the development of the prospective oil fields in North Persia. Plans are contemplated for the promotion of a company, the capital of which they will provide in equal amounts, and for a jointly represented board. It is expected that immediately the deal is completed, a geological expedition will be despatched to Persia to survey thoroughly the fields before their development is undertaken.

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TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.

in the order of the British Government.

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R. M. DYER, B.Sc. M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KHIVA	9,000	15th Mar.	M's, London & Antwerp
DEVANHA	9,000	29th Mar.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	5,000	24th Mar.	Calcutta via Ports
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	3rd April	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

NOVARA	6,000	12th Mar.	Shanghai & Japan.
SHILLA	6,000	15th Mar.	Shanghai only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Passenger Messengers more than 10 ft. x 10 ft. x 10 ft. will be received at the Company's Office at 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

For Passage Rates, Handbills, Freight, etc. apply to MACKINNON, MACKENZIE & CO. Agents.

22, Des Voeux Road Central.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via N.Y. & Japan ports. Through Bills of Lading issued to and from U.S.A. & Canada.

KASHIMA MARU (Nagasaki direct) Friday, 24th Mar. at 11 a.m. (To be transhipped at Kobe into the YAMATO MARU.)

MARSEILLES, LONDON & ROTTERDAM via Singapore, etc. KAMO MARU Friday, 17th Mar. at 11 a.m.

KATO MARU Friday, 24th Mar. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES.

TAMPA MARU Wednesday 15th March.

SYDNEY & MELBOURNE via Manila, etc.

NIKKO MARU Tuesday, 14th April at 11 a.m.

AKI MARU Tuesday, 14th May at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

MAYAGUEZ MARU ... End of March.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU ... Saturday, 10th March.

DOMBAY via Singapore, Penang & Colombo.

MORIOKA MARU Friday, 10th March.

CALCUTTA via Singapore, Penang & Rangoon.

TAKAO MARU Saturday, 11th March.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU Friday, 17th Mar. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HISBON MARU Wednesday, 8th Mar.

SHIDZUKA MARU Friday, 17th Mar. at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

Shipping to Europe, Australia, and other Ports.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at Hongkong	Will leave on or about	For
Tijmanhoek	Java	in port	—	Amoy/Shanghai
Samarinda	Java	in port	—	—

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
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Through Bills of Lading issued to U.S.A. and Canadian Overseas Ports.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

S.S. "BOLTON CASTLE" via Suez sailing middle of March.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "MERANO" Sailing on or about 15th March.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing end of March.

S.S. "MERANO" Sailing on or about 1st April.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing about the end of April.

Through Bills of Lading issued from Hongkong.

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DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	arrived	—

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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Telephone No. 35.

Agents.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

City of Calcutta 20th Mar. Shanghai, Kobe & Yokohama.

HOMEWARDS.

City of Simla 24th Mar. M's, L'don, R'dam & H'ourg.

City of Calcutta 26th Apr.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENOGLE"	17th March.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
S.S. GLENADE	10th Mar.	GENOA, L'DON, H'BURG, A'WERP.
" GLENAMOY	24th Mar.	L'DON, R'DAM, H'BURG, A'WERP.
" GLENTARA	2nd Apr.	GEN A L'DON, R'DAM, H'BURG.
" GLENARIFFE	18th Apr.	GENOA, L'DON, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3396.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuensang	Wed. 8th Mar. at 3 p.m.
SHANGHAI	Waishang	" " at d'light.
HAIPHONG via Hoihow	Loksang	" " at 10 a.m.
SANDAKAN	Mausang	" " at noon.
STRAITS & Calcutta	Fooksang	" " at 3 p.m.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chafoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Wednesday, 8th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Fengtien	Mar.
HOIHOW	Kailong	—
(SINGTAO, WEIHAIWEL)	Huichow	—
(CHEFOO & TIENTSIN)	Huichow	—
MANILA, CEBU & ILOILO	Taming	—
SHANGHAI	Hoihow	8th

These dates cannot be relied on.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidstships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Singtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

or Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Agents.

Hongkong March 3, 1922.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. C. Parimore	—

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. MACASSAR MARU Sailing on or about 25th Mar.

For Moji, Kobe & Yokohama.

S.S. BORNEO MARU Sailing on or about 27th Mar.

For further particulars please apply to—

K. SUZUKI,

Manager.

T-1, No. 2706.

Second Floor, Prince's Building.

SHIPPING NEWS.

THREE NEW OPEN JAPANESE PORTS.

The Japanese Government has announced that three new ports are open to foreign trade. They are Imabaru, Ehime prefecture; Tokuyama, Yamaguchi prefecture, which is rising to an important position as a result of the oil reservoirs for the Japanese Navy and petroleum refineries erected by a petroleum importing company; and Oomari, Saghalien. New branch Customs Houses have been established at these ports.

N.Y.K. EUROPEAN LINERS.

Of the three passenger ships of 10,000 tons ordered by the N. Y. K. from the Mitsubishi Shipbuilding Yard, the Hakonamaru was already completed and put on the European line in November of last year, while the Haruna-maru was delivered in Kobe on the 9th ult. and placed also on the European line instead of the Inaba-maru, which will be transferred to the Formosan line from April. The last ship, the Hakozaki-maru, is expected to be completed in May.

AMERICAN SHIPPING IN PACIFIC.

According to the Osaka Jiji, the Robert Dollar Line, in pursuance of the dictum that America must become supreme in the Pacific, will shortly place several 9,000-ton ships on the San Francisco to Yokohama route, and several others on the Seattle-Orient line. The same company, the Jiji also says, will charter and place on the Pacific line a few large Japanese ships, whose running expenses are comparatively low, as American ships are not only highly capitalised, but cost a lot to operate compared with Japanese and British ships. Not only the Dollar Line but also other American shipping companies, the Osaka paper says, have gradually become more disposed to cultivate shipping routes, by chartering foreign ships because of their smaller running expenses.

REFRIGERATION ON BOARD.

Refrigeration on board ship is more than 40 years old, and yet what a primitive beginning had the refrigerator. A box was constructed of two decks about 10 ft. square close to the main chambers, and was filled with broken ice blocks. Added to the ice was so much salt, and a horizontal duplex pump was set in motion in the corner of this box. The brine was pumped through a series of pipes as it is today, discharged and sprayed over the ice and salt. It fell to the bottom of the box, and was led to a scupper, to the suction of the pump, and hence the cycle. This box was charged with ice and salt every 12 hours. Mr. J. Kilburn, an engineer and chemist, set to work with his experimental engine on board of an Indian boat, and, with his ammonia system, brought his vertical machine to high efficiency, and, says a writer in the Current Magazine, laid the foundation of the Liverpool Refrigerator Company.

ECONOMY "SHIPS."

The American-Hawian cargo ship Albatross is a ship with an interesting history. About twenty-two years ago, when shipbuilding experts were conducting experiments with a view to turning out an "economy ship," there were hatched from British shipyards four big cargo-ships. All of them had what is known as "turning wheels," and for some time they were thought to be the last word in economical steamships, due to the fact that less fuel was required to operate them. No more were built. While the "turning wheel" ship required less coal to maintain a full head of steam, it was poor economy, as the craft proved so unmanageable, had so many accidents, and damage suits were so frequent that anything saved in fuel was more than eaten up in the law courts. Thus the "turning wheel" died a natural death as far as revolutionizing the industry was concerned, but the original vessels are still knocking down wharves. Andrew Weir, the famous Scottish shipbuilder, built two of this type of ship. By way of explanation it might be mentioned that by "turning wheels" is meant that the screws rotate in opposite directions. Practically all ships plying the ocean today have their propellers turning in the same direction. The Albatross is one of the "economy" vessels. She was built in 1901 and has been knocking docks to pieces ever since. It is said of the Albatross that she has damaged more wharves on the Atlantic and Pacific coasts at some time or other. The present master, Captain Blackwell, has solved the problem of her handling, however. He has had her for more than a year, and reports say can make her do anything.

HARBIN MUNICIPAL SCANDAL.

Pass to Which the Chinese Have Brought Taxation.

The Municipal Council of Harbin, which was originally organized on the Russian system and to which a foreign representative was admitted upon the conclusion of the Anglo-Russian agreement of 1914, was gradually shorn of its power after the revolution. The contributory causes to the atrophy of this body were undoubtedly: (1) The demoralizing influence of Bolshevik agents; (2) the insufficiency and apathy of the councillors; (3) and later the high-handed action of the Chinese, states a Harbin correspondent of the N. C. Daily News.

When Harbin was opened to foreign trade and international residence in 1905, all municipal affairs were administered by a civil department especially created for that purpose by the Chinese Eastern Railway, and four years later an agreement was signed in Peking which placed the control of municipal matters in the hands of the manager of the railway and the Chinese Delegate for Foreign Affairs. This arrangement gave rise to general discontent among the non-Russian community and it was not until the conclusion of the Anglo-Russian Agreement of 1914 that foreign residents had any voice in municipal affairs.

Under the terms of this Agreement, British subjects were empowered to own land in the railway zone, but it became binding upon them to pay taxes on the same scale as Russian subjects. Moreover, provision was made for the admission to the Council of a foreign representative. This agreement was later recognized by all foreign powers except America, whose nationals did not pay taxes and who were in consequence deprived of the right to own land in the railway area.

CHINESE REPRESENTATIVE. In 1919 the Chinese succeeded in forcing their own representative onto the Council. He was merely the thin end of the wedge; for when China broke off diplomatic relations with Russia and abolished extraterritorial rights, she availed herself of the opportunity to secure joint control with the Chinese Eastern Railway of all municipal affairs.

CONTROL OF SPECIAL TAXES.

In addition to the usual taxes by Russians and foreigners alike, there are two special taxes, one of excise on wines and spirits, and the other a tax per good (56 lbs.) weight on all merchandise transported to and from Harbin. These special taxes were collected by the Railway and subsequently divided among the municipalities of Harbin and other towns along the railway line where these bodies exist. The Chinese were not content with this arrangement and the Taoyin demanded that the proceeds of these taxes should, in future, be handed to the Chinese Bureau towards the cost of maintaining the Bureau and as a partial contribution to the upkeep of the city police. Formerly the city police were under Russian control; but since March, 1921, they have been taken over by the Chinese.

AN ORGY OF TAXATION.

Not content with the success of the demands which have been detrimental to Russians and foreigners alike, the Chinese, who are now having a perfect orgy of taxation, are daily seeking a new excuse for taxing some commodity or other. They demand money from the Council to pay for the police, they levy taxes on brothels on a large scale, and impose stamp tax on all theatre and cinema tickets. These are but a few of the many sources they have discovered for increasing the revenue; but the latest, a kind of lamp tax, is not without a touch of humour. They introduced a regulation under which all houses owned by Russians shall be provided with a lamp giving the number of the house and exhibited over the door. A tax is levied on these lamps which are only procurable from a certain firm which has the sole monopoly of supply. Besides making a good profit out of the sale of these lamps, part of which no doubt finds its way into the pockets of some of the corrupt officials, the Chinese are adding to their revenue.

FINANCIAL CHAOS.

Needless to state the finances of the Council are chaotic. The Russians are giving way to the Chinese all the time, and the success of their ever insistent

SMART EVENING GOWN.



Brilliant frock, of capucine red, faillie embroidered in blue and gold. The décolletage is the accepted depth for evening in the majority of frocks. The girdle of red is tied in a large bow at the side.

and increasing demands, have actually gained control of the finances. The Russians deprived of their extraterritorial rights raise but a feeble voice of protest against extortionate demands for taxes and end by paying or being subjected to constant persecution. It is long since any statement of municipal finances was published, and it is doubtful whether any satisfactory statement could be produced that would bear close investigation.

THE POSITION OF FOREIGN RESIDENTS.

The question now arises as to what is the position of the Anglo-Russian agreement of 1914, and whether British subjects are bound by this agreement to pay taxes which are undoubtedly assessed in an arbitrary manner. Under this agreement, which certain other Powers recognized it was permitted to nominate a foreign representative for election on the Council.

The last foreign representative was Mr. Mackenzie of the Produce Export Co., but since his departure to Nanking in October last, foreign interests have not been protected for the reason that no further nomination has been made. It would appear that the attitude of the French, Italians and Japanese is that owing to the fact that the Chinese Bureau has usurped the functions properly appertaining to the municipality and Chinese Eastern Railway no taxes should be paid. In fact, all Consuls, except the British, have instructed their respective nationals in this sense.

NO TAXATION WITHOUT REPRESENTATION.

A way out of the present impasse and a means of safeguarding the interests of foreign Powers have been found in a concrete proposal which was formulated by the local Consular Body and forwarded to the Chinese authorities and Municipal Council. The principal feature of this proposal is the increase of foreign representation on the Council which provides for four foreigners, instead of one as formerly. It also provides for four Russian and four Chinese representatives. When the contents of this proposal became known, certain articles appeared in the Russian press which indicated the Russian attitude as being somewhat opposed to the suggestion as it savoured too much of "international" control in what is still regarded by Russians as their own special preserve.

The Chinese are opposed to it for more reasons than one. They see in the strengthening of foreign representation the weakening of their own position which they have attained by very questionable means. Consequently they are now employing their usual method of procrastination and are seeking excuses for not giving their assent. But the issue will have to be faced sooner or later, for the present intolerable state of affairs should not be allowed to exist any longer, and further no taxes whatever should be paid until the foreign community is fully assured of adequate foreign representation on the Council.

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Hongkong March 8, 1922.

METEOROLOGICAL.

Previous Day	on date	on late
Barometer	30.02	31.15 30.14
Temperature	62	56 62
Humidity	83	75 6
Wind Direction	E. N.E.	E.
Wind Force	2	2 3
Weather	of	3
Rain	0.17	0.00 0.00
Highest open air	—	7th 66
Temperature on the	—	8th 56
Lowest open air	—	—
Temperature on the	—	—

T. F. CLAXTON, Director.
H. K. Observatory, Mar. 8

NOTICE.



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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 min.
8.00 a.m.	to 9.00 a.m.	15 min.
9.00 a.m.	to 10.00 a.m.	15 min.
10.00 a.m.	to 11.00 a.m.	15 min.
11.00 a.m.	to 12.00 noon	15 min.
12.00 noon	to 1.00 p.m.	15 min.
1.00 p.m.	to 2.00 p.m.	15 min.
2.00 p.m.	to 3.00 p.m.	15 min.
3.00 p.m.	to 4.00 p.m.	15 min.

NIGHT CARS.

8.30 p.m. to 9.30 p.m. 12 p.m. to 1.30 a.m. every 10 minutes

SATURDAYS.

KITEA CAR 12.00 midnight.

SUNDAYS.

7.30 a.m.	to 7.45 a.m.	Every 15 min.
8.30 a.m.	to 9.30 a.m.	15 min.
9.30 a.m.	to 10.30 a.m.	15 min.
10.30 a.m.	to 11.30 a.m.	15 min.
11.30 a.m.	to 12.30 noon	15 min.
12.30 noon	to 1.30 p.m.	15 min.
1.30 p.m.	to 2.30 p.m.	15 min.
2.30 p.m.	to 3.30 p.m.	15 min.
3.30 p.m.	to 4.30 p.m.	15 min.

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MALE

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FEMALE.

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PRISCILLA DEAN

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in 7 parts

at 7.15 p.m.

THE WOMAN IN THE WEB.

Episodes 3 and 4



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WEATHER REPORT.

Mar. 8d. 12h. 12m.—Pressure has increased moderately from Tournai to Foochow and slightly at Shanghai. It has decreased slightly at Weihaiwei and Vladivostok.

The anticyclone over China is stationary.
Fresh monsoon may be expected along the S.E. Coast of China and over the N. China S-a.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 8.91 inches, against an average of 3.69 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.

1 Hongkong to N.E. winds, moderate to fresh; fair.

2 Formosa Channel N.E. winds, strong.

3 South coast of China between H.K. & Lamocks. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

5 The same as No. 1.

6 The same as No. 1.

7 The same as No. 1.

8 The same as No. 1.

9 The same as No. 1.

10 The same as No. 1.

11 The same as No. 1.

12 The same as No. 1.

South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director.
H. K. Observatory, Mar. 8, 1922.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 55m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

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